

# Winning Project: Safe Streets for All Grant (SS4A) Program

## Spokane, Washington: Safe Streets For Spokane 2023 Grant Application

Awarded at \$9,600,000 • See Spokane's [Winning Application](#)

### Summary:

After completing their [Vision Zero Safety Action Plan](#) (a safety action plan that meets certain additional criteria in line with the [Vision Zero Network's](#) standards) with the help of a [2022 SS4A grant award](#), Spokane received a grant to implement a portion of its plan in 2023. The funds will be used to put in place [proven safety countermeasures](#)—a set of evidence-based roadway safety improvement strategies designed to address the needs of all types of roadways and roadway users—in certain high-priority areas of the city. These will include: new or upgraded bicycle facilities, shared-use pathways, additional sidewalks, curb extensions, crosswalk markings and warning devices, improved lighting, and features to increase accessibility for persons with disabilities.

### Making the Case:

Spokane has a goal of revitalizing their downtown core, in part by ensuring that transportation within the city is safe and accessible. Crash analysis data, which Spokane analyzed as part of its safety action plan development, helped identify an area of the city as high priority for reducing crashes and traffic fatalities, particularly for underserved and vulnerable populations. Spokane estimated that 89% of the population served by the grant is in underserved communities.

### Key Project Initiatives

<b>Demonstrates Project Readiness</b>	Spokane completed a Safety Action Plan prior to applying for an implementation grant in the 2023 cycle. To further demonstrate readiness, the city also described their risk mitigation strategies for preventing and addressing potential delays; their capacity to deliver on the project based on past performance; and that they had completed their due diligence in ensuring the project would be in compliance with relevant local, state, and federal laws and regulations.
<b>Prioritizes Equity</b>	The project for which Spokane requested funds primarily serves a group of neighborhoods that are defined as underserved according to the <a href="#">Climate and Economic Justice Screening Tool</a> . Spokane also noted in their application that these areas were places where people were less likely to own a vehicle and where roads and highways were overbuilt and underutilized, making access to alternative forms of transportation and pedestrian safety improvements particularly important.
<b>Continuous Improvement Through the Use of Data</b>	In addition to the implementation activities described above, Spokane will also use funds for supplemental planning. This will include creating new standards and best practices for certain roadway safety interventions, and purchasing technology (e.g. pedestrian or cyclist counters) in order to gather more robust and detailed multi-modal trip data and better understand community needs.
<b>Community Engagement</b>	In their application, Spokane described ongoing work with an advisory committee consisting of a variety of stakeholders: Spokane Public Schools, Washington State DOT, Spokane Regional Health District, several neighborhood councils, the Bicycle Advisory Board, Spokane Transit Authority, the Spokane Regional Transportation Council and other citizens at large including disability advocates.

