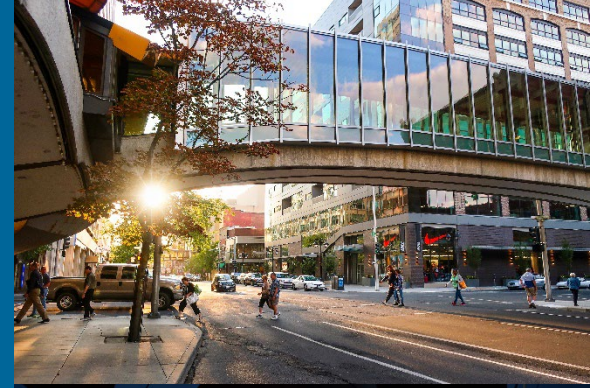




Transportation Commission, 1/21/2026

# Complete Streets Exception Hearing: Rowan Traffic Signals

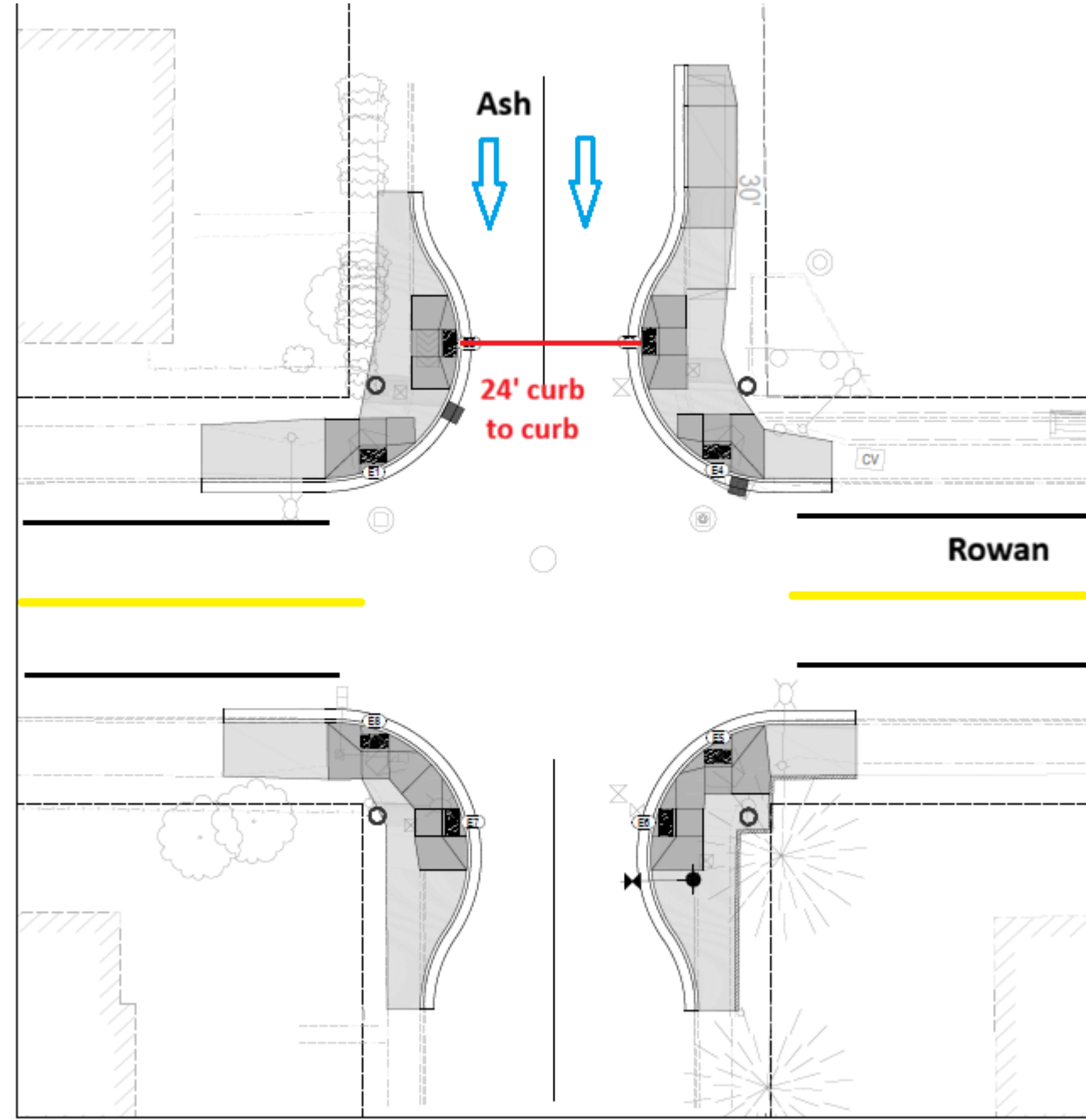
Jon Snyder, [jsnyder@spokanecity.org](mailto:jsnyder@spokanecity.org)

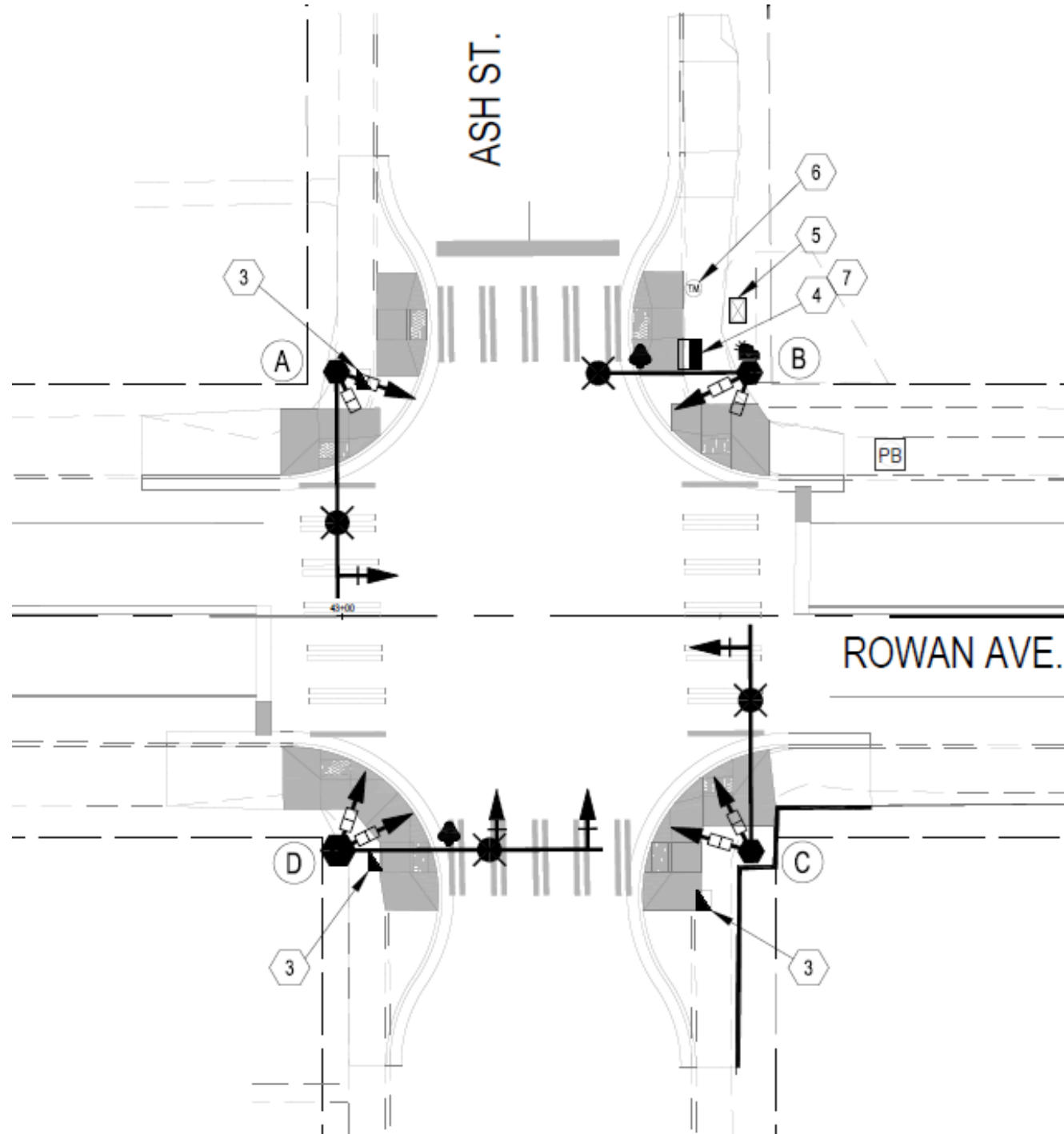




# 2026 Rowan signal project

Adding signals at Maple/Rowan and Ash/Rowan, with bumpouts to narrow crossing distance.







# Complete Streets (SMC 17H.020)

**Purpose:** Integrate transportation and land use planning to ensure all users are accommodated in the construction of all City transportation improvement projects as outlined in:

- Comprehensive Plan
- Bicycle Master Plan
- Bicycle Priority Network
- Pedestrian Master Plan
- American with Disabilities Act (ADA) Transition Plan

# Exceptions to Complete Streets

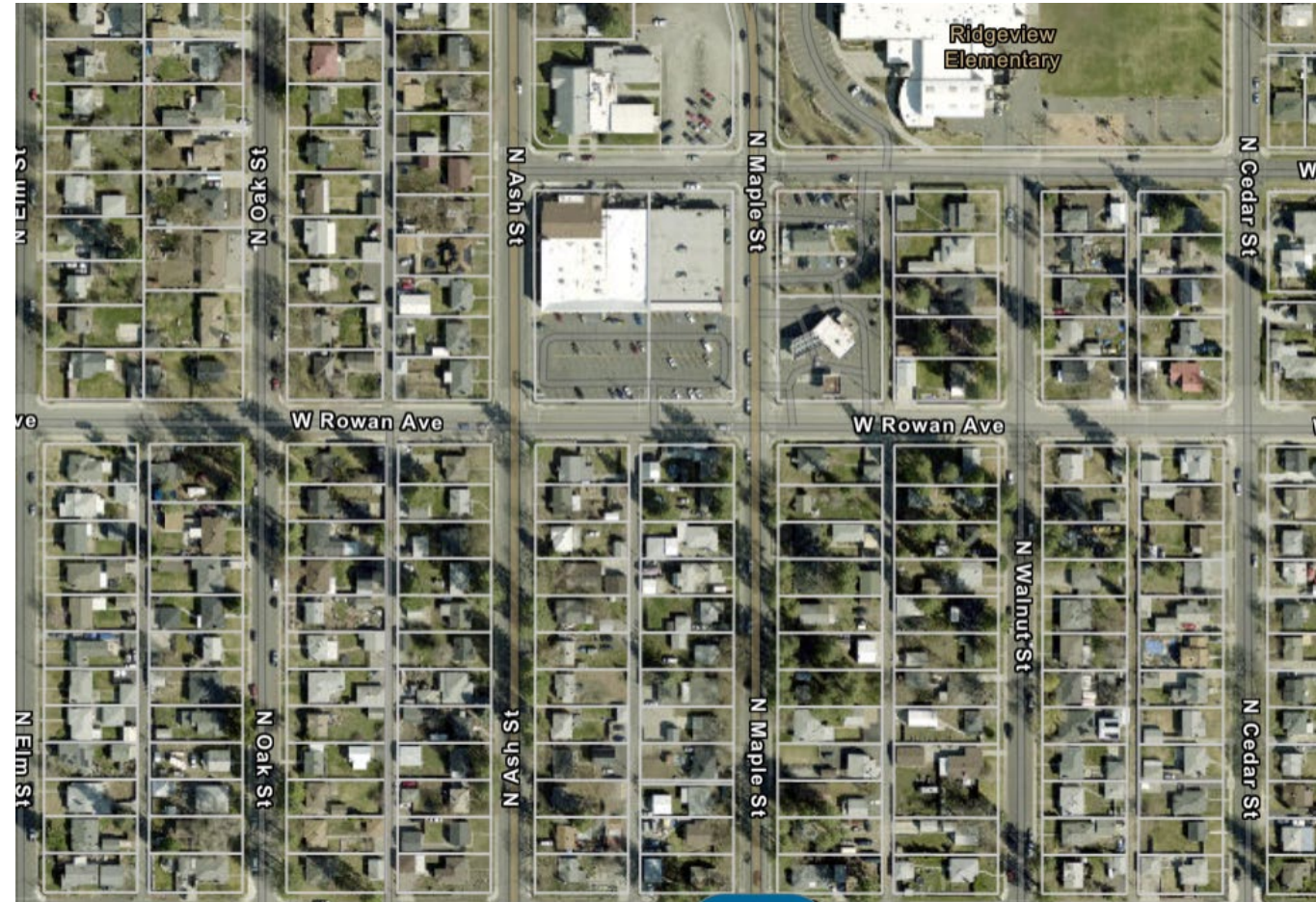
May 2025 - updated Complete Streets ordinance to narrow the exception circumstances and require a public process for exceptions through the Transportation Commission and the City Council.

- *Where a reasonable and equivalent project with a high degree of multimodal level of service that provides transit or active transportation access to the most significant trip generators on the street, along the same corridor, is already programmed to provide Complete Streets elements.*



# Proposed Exception

A project to install new traffic signals on Rowan Ave at Ash St and Maple St has triggered a Complete Streets review.



# Existing plans (Pedestrian Master Plan)

Best Practices for improving pedestrian comfort and safety at signalized intersections:

- Reducing intersection widths - improves visual contact between drivers and pedestrians and reduces crossing distances and the time needed to cross on foot.
- Curb extensions are often placed at the end of on-street parking lanes so that pedestrians standing on the curb can see and be seen by drivers before crossing.

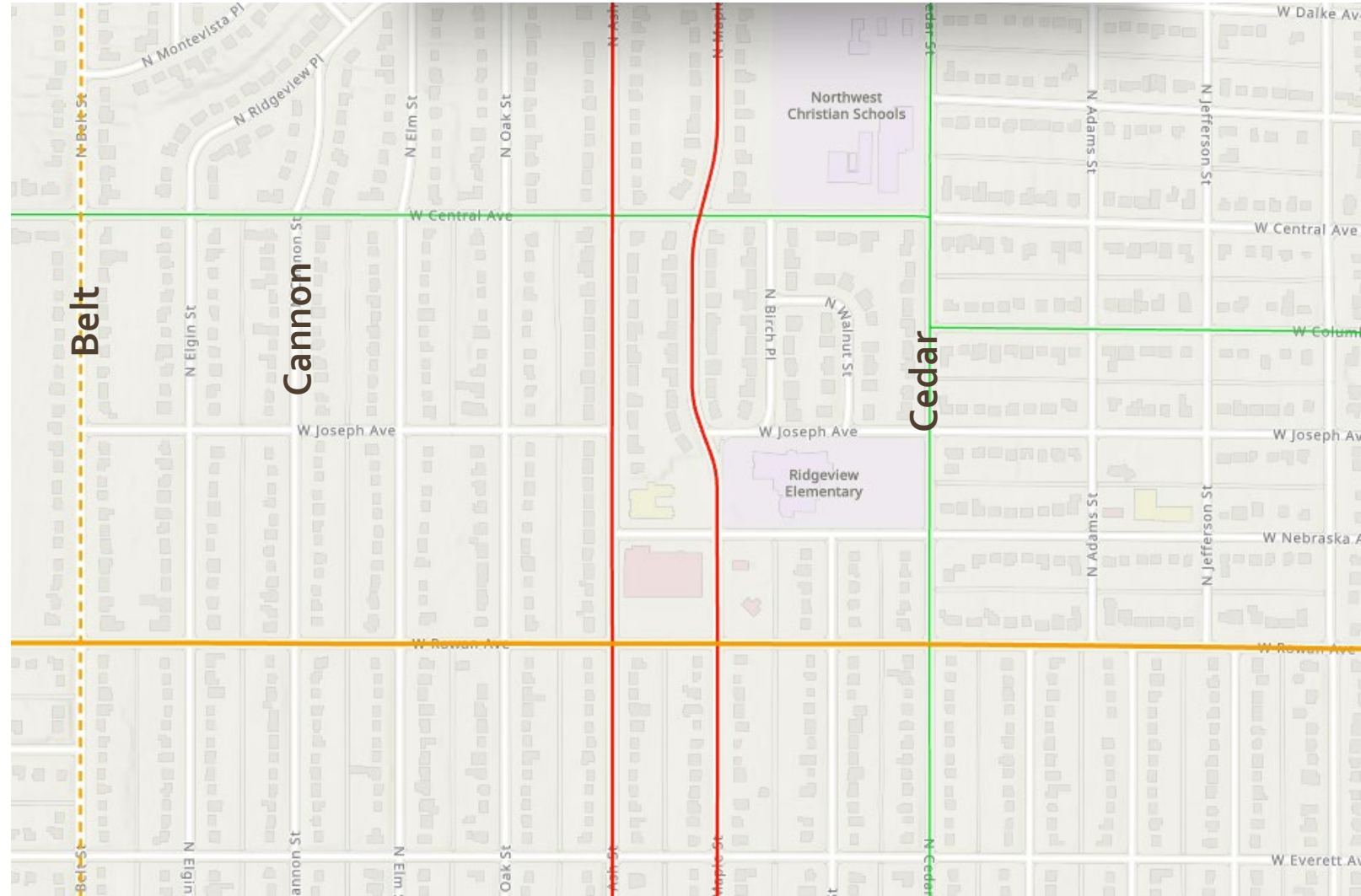
# Existing plans (Bicycle Master Plan)

Maple & Ash are listed as a bike lane (red).

Parallel:  
Belt-Elm are listed as shared.

Cedar listed as a greenway.

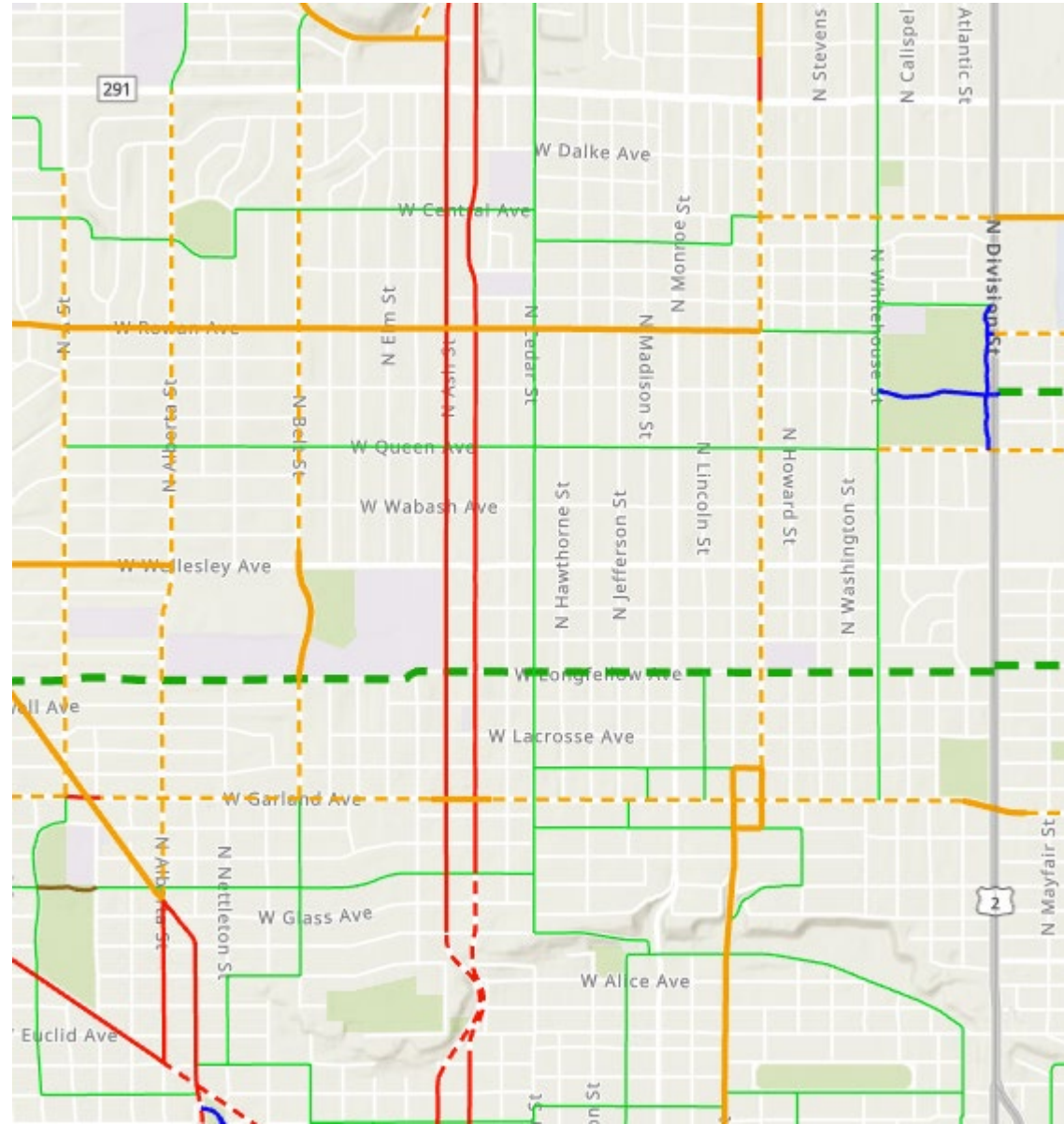
Cannon likely to be added as a greenway with PHB at each end.





# Existing plans (Bicycle Master Plan)

Maple & Ash:  
bike lanes  
change to  
shared lanes on  
the Garland Hill.

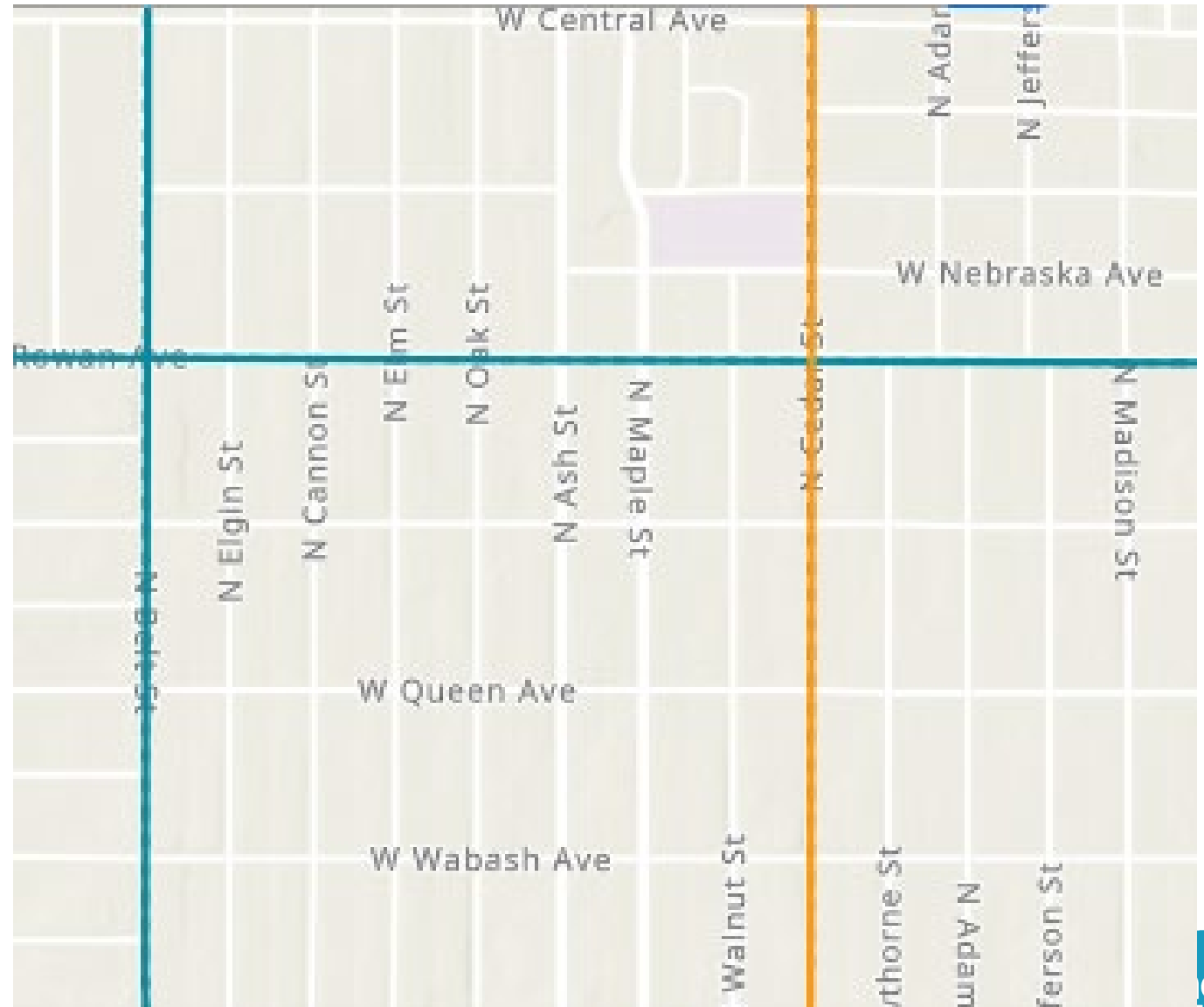


## Existing plans (Bicycle Priority Network)

Maple/Ash couplet  
not included on  
BPPN.

Belt-Elm part of  
the priority  
network.

Cedar part of the  
expanded network.



# Proposed exception considerations

- Curb bumpouts with cut-outs for a bike lanes could create bicycle and pedestrian conflicts at this intersection.
- A bike lane on Maple/Ash was not included in the BPN.
- High volume on Maple/Ash creates high traffic stress even if a protected bike lane were built.
- Parallel routes on Belt, Cedar and likely Cannon create good alternate routes to the biggest trip generators, the two schools.



Questions?

