

## Pedestrian and Bicycle Corridor Profiles: Roscoe Rowe Blvd. Annapolis

**Location:** Roscoe Rowe Boulevard: U.S. 50 to Bladen Street

Rowe Boulevard, in the City of Annapolis is an important arterial road providing access from the County to downtown Annapolis from the northwest. The Navy Marine Corps Memorial Stadium, the Maryland Department of Natural Resources and West II Shopping center are all located adjacent to this one-mile stretch of Rowe Boulevard. Rowe Boulevard is also the only road in Annapolis crossing both Weems Creek and College Creek. The College Creek Bridge is designated as a signed shared roadway and there is significant pedestrian traffic in the corridor. Currently there is a state study in process for this corridor.



Location Map (Corridor in Yellow)

ADC The Map People pun # 20202113

### Existing Conditions

Rowe Boulevard is a four lane arterial road, with both right-and left-turn lanes added at its intersections with Farragut Road/Melvin Avenue and Taylor Avenue. A ten-foot wide shoulder exists on both sides of the road between the two bridges, except at the two intersections mentioned previously. A raised median exists for the entire corridor, and is approximately 16-feet wide between the bridges and 4 feet wide on the bridges. There are sidewalks along both sides of the road from College Creek to Taylor Ave and in front of the Courthouse. There are no sidewalks from Melvin Ave to the Weems Creek Bridge or shoulders along the bridge. There are also some crosswalks at all intersections, but not for all legs of any intersection. Currently, the only designated bicycle facility on Rowe Boulevard is the section of signed shared roadway on the College Street Bridge. The Rowe Boulevard/Taylor Avenue intersection has been designated by the City of Annapolis as a high priority funding area.



Heading west, before the Taylor St. intersection



Heading west, on the College Creek Bridge

## Potential Pedestrian Improvements

### Install High Visibility Crosswalks

High visibility crosswalks should be located on all four legs of both the Farragut Road/Melvin Avenue and Taylor Avenue intersections. Currently, only three legs of each intersection have crosswalks and the paint on the existing crosswalks has faded.



Intersection of Rowe and Taylor Ave.  
No high visibility crosswalks.

### Install/Replace Curb Ramps

Current design guidelines recommend that two curb ramps be installed on each corner of an intersection to make street crossings accessible in both directions. At many intersection corners only one curb ramp exists to serve pedestrians crossing in both directions or only serves one direction of travel. On the southeast corner of the Taylor Avenue intersection there is a depression in the curb for the east west crossing, but no sidewalk or ramp exists.



Intersection of Rowe and Taylor Ave.  
No ramp access.

### Potential for Pedestrian Countdown Signals

Countdown pedestrian signals should be considered at the Taylor Avenue intersection. In addition to the standard symbols used for a pedestrian signal head, a countdown signal has a display indicating the number of seconds remaining in the pedestrian phase of the signal. Cities that have used these signals report that pedestrians find them useful and that the display of time remaining to cross the street is a clearer indication of when it is appropriate for a pedestrian to begin crossing than the standard symbols.



Intersection of Rowe and Taylor Ave.  
Possible location for pedestrian signals.

### Bike lanes on the Weems Creek and College Creek Bridges

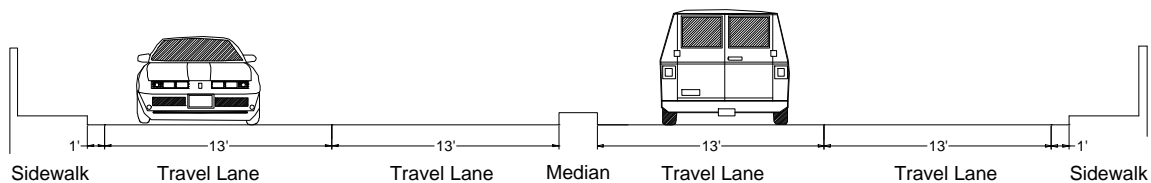
Currently there is no separation between the sidewalk and travel lanes on either of these bridges. Providing separation for adjacent motor vehicle traffic is an important factor in creating a comfortable pedestrian facility. Installing bike lanes on the bridges would have the additional benefit of separating pedestrians from motor vehicle traffic, thereby increasing the pedestrian comfort level.

## Potential Bicycle Improvements

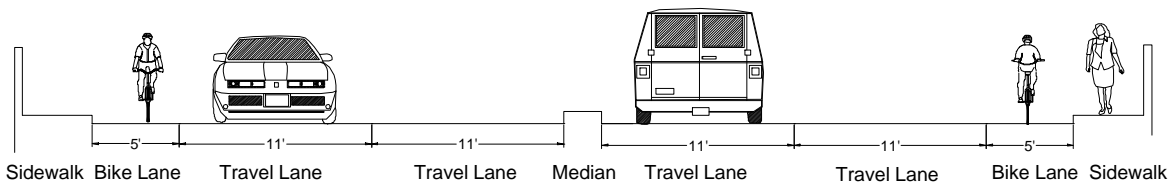
### Install a bicycle lane from the Weems Creek Bridge to Bladen Street.

A five to six foot bike lane can be installed on the segment of Rowe Boulevard using the existing shoulder areas between intersections and by restriping the roadway on the two bridges and at its intersections with Farragut Road/Melvin Avenue and Taylor Avenues. On the two bridges there is 27 feet of pavement between the median and the curbs in both directions of travel. The area can be restriped with two 11-foot travel lanes creating space for a five foot bike lane. At the intersections the existing through lanes and turn lanes can be reduced to 11 feet, creating space for bicycle lanes to be installed between the right turn lanes and through lanes. Transition from the proposed bike lane to a shared roadway situation at the Calvert Road intersection will require special attention to address the comfort of less experienced cyclists.

Existing Conditions Weems Creek Bridge



Proposed Improvements Weems Creek Bridge



### Bicycle Level of Service

To increase the level of service from an “E” grade to a “D” grade, six foot wide bike lanes need to be constructed along the roadway and a five foot bike lanes need to be established on the connecting bridges along with reducing the travel lanes 10-5’.

Route Name	From	To	Lanes (L)		Traffic Vol. (AADT)	Pct. (HV %)	Post. Spd. (SPp) mph	Width of Pavement			Occu. Park. (OSP) (%)	Pvmt. Cond. (PC <sub>5</sub> ) (5..1)	Bicycle LOS	
			Th #	Con.				(Wt) (ft)	(Wl) (ft)	(Wps) (ft)			Score (1...7)	Grade (A..F)
Rowe Blvd.	Kirkley Rd.	Bladden St.	4	D	44,000	10	40	12.0	0.0	0	0	4.0	<b>6.91</b>	<b>F</b>
<b>Alternative</b>			4	D	44,000	10	40	18.0	7.5	0	0	5.0	<b>4.22</b>	<b>D</b>