



May 26, 2021

B = Bicycle Lane



A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. It is distinguished from the travel portion of the roadway by a physical or symbolic barrier. (Note if the bicycle symbol is not used, then this is simply a paved shoulder).

BPC = Bicycle & Pedestrian Combined



A marked lane(s) that must have the standard bicycle pavement markings within a portion of the roadway that has been designated for preferential or exclusive use for both bicyclists and pedestrians. The bicycle lane is intended for one-way travel, usually in the same direction as the adjacent traffic lane, with two directional movement allowed for pedestrians. (Note that the bicycle lane must have the standard bicycle pavement markings. Otherwise this is considered a paved shoulder).

BPS = Bicycle & Pedestrian Separated



A marked lane(s) that must have the standard bicycle pavement markings within a portion of the roadway that has been designated for preferential or exclusive use for both bicyclists and pedestrians with a physical separation between the bike lane(s) and the pedestrian lane. The bicycle lane is intended for one-way travel, usually in the same direction as the adjacent traffic lane, with two directional movement allowed for pedestrians. (Note that the bicycle lane must have the standard bicycle pavement markings. Otherwise this is considered a paved shoulder).

PS = Paved Shoulder



Portion of shoulder with 4' or greater concrete or asphalt surfacing to support vehicle loading and bicycle travel. Pavement markings would not be used to designate the paved shoulder as a bike lane.



SBL = Separated Bike Lane



A portion of a roadway that has been designated by a physical barrier for exclusive use of bicyclists. It is distinguished from the travel portion of the roadway by a physical barrier or grade separation.

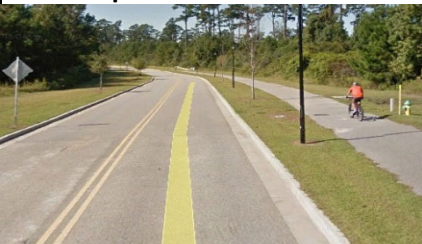
SL = Shared Lane



Similar to a bike lane except that the roadway traffic lane is open to both vehicles and bicyclists. The specific pavement markings may help to assist with bicycle positioning and direction of travel on the roadway and alert motorists of bicyclist's likely location on the roadway. These markings are also called sharrows. A shared lane can exist without the presence of sharrows.

(Note: currently the SCDOT does not install or maintain sharrows).

SP = Sidepath



A shared use path located immediately adjacent and parallel to a roadway. The path is intended for the combined use of "non-motorized" two way movement. Preferred sidepath widths are 8 ft. to 12 ft. Separation from general travel lanes can be through a vertical barrier or a natural surface buffer and are ideally at least 5 ft

SW=Sidewalk



The portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. Sidewalks can be of various construction materials such as concrete, asphalt, brick or stone, etc.



Median Types used when there is separation between the traffic lane(s) and the bike lane(s)

0 = None



There is no median between the bike lane(s) and traffic lane(s).

1 = Landscaped



A buffer between the bike lane(s) and traffic lane(s) that is earth, planted or landscaped.

2 = Physical Barrier



A buffer between the bike lane(s) and traffic lane(s) that a raised concrete median, Jersey barrier or other type of protected barrier fence. The barrier is of a physical height to keep motor vehicles and bicyclist separated.

3 = Other



A buffer between the bike lane(s) and traffic lane(s) that does not fall into a protected separation such as pavement markings.