

MTBO MAPPING

Proposed changes to, or standard ways of using, the IOF MTBO Mapping Specifications for New Zealand;

[This is Version 3A. As modified by MTBO committee after the W2W Carnival. Changes since version 2A are shown in bold. Explanatory text is shown in italics.]

INTRODUCTION

We have a relatively new IOF specification (2010) that is only slowly getting rid of references to running! Differing approaches by different countries to off-track travel has created anomalies. It can hardly be regarded as the final word!

The NZ MTBO Committee has prepared these modifications, and reviewed them after the Orago and W2W Carnivals.

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MTBO Convenor

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1 Off Track Travel

Note: a major fairness issue. It should be possible to judge the speed of any route choice from the map. Some countries allow off-track travel, but don't give any speed information. Some countries don't allow off-track, and you can deliberately or inadvertently travel off-track. And its un-policeable. Always there is the difficulty of whether very faint tracks are shown – affects both the mapper and the competitor. Read Appendix 1 in the spec for some proposals that have been advanced – some of them ridiculous, none of them a complete solution.

1.1 Riders may travel on open land shown as full yellow (symbol 401) It will be imply ridability of 25-50%

[Ridability percentage was reduced in the second version to suit the more usual off-track situation. There may be some areas faster or slower than this but we wish to give an indication of speed on the same scale as for tracks.]

Note: The IOF rules say tracks only “unless otherwise specified”, which lets anyone make a rule for one event. But far better if we establish a standard for New Zealand. Australia has “ride on full yellow” in their rules. That's also one of the suggestions in the provisional Appendix in the IOF spec, except

that we would **not** use it for forest, see below. Do not assume that all smooth open land will be full yellow, if its not allowable it would be something else, probably pale yellow 403. Get away from thinking like foot-orienteeers!

1.2 Riders may travel on forested land shown as white. It will imply ridability of 25-50%.

[Ridability percentage reduced from first draft to suit the more usual off-track situation. There may be some areas faster or slower than this but we wish to give an indication of speed on the same scale as for tracks.]

Note: I think we would agree that the map has to tell us whether an area is open land or forest, so the yellow (and other colours) proposed in the IOF Appendix is unsuitable for off-track in forest. We have adopted the white/light green colours already in the spec. At present white/light green is used for high/low visibility forest but this is hardly needed and less important than defining where you can and cannot go. Do not assume that all "nice" forest will be white, if its not allowable or if it has not been fieldworked for ridability it would be light green 406.

1.3 Riders may travel on green equivalents of the wide track symbols. The dash length will indicate ridability just as for tracks.

[Not quite so necessary following adoption of 1.1 and 1.2 but still useful for links on otherwise not-allowed terrain, or lengthy links on allowable terrain that are faster than 25-50%.]

Note: it is not sensible to attempt to map **all** off-track areas for ridability, and we don't have enough colours. But there are often faint tracks and routes which can add to the riding possibilities, reduce uncertainty, and prevent inadvertent cheating. This symbol shows (a) routes that have been checked out by the mapper and (b) their ridability. They should follow clear terrain features such as forest edges, ridges, gullies. The world champs 2011 used solid orange lines which shows that others are thinking "along these lines".

1.5 In allowable areas all fences (and stone walls) are shown including on the edge of the area; but otherwise they need not be shown. Crossable fences and stone walls are shown with symbols 522 and 519, forbidden to cross fences and stone walls by symbols 524 and 521. **Other features that are impassable, or require a dismount, must of course be shown in allowable areas, see the NZ MTBO rules.**

Crossable watercourses and streams are shown in the usual way where a dismount is required, and areas of sudden drop may need extra emphasis with a bank line. A distinctive ditch that is easily rideable is shown as a small erosion gully symbol 110.

[Changed in second version to allow fences/stone walls to be shown in not-allowed terrain. For example a fence across allowed terrain might be continued across adjacent not-allowed terrain. Changed in third version to allow ditches and banks to be shown.]

Note: the crossable fence/wall symbols are not currently in the MTBO spec, and they aren't needed across tracks because we have the obstacle symbol. But the obstacle symbol can't be used for a

continuous obstacle like a fence so we might as well show the fence. The definitions in the MTBO spec for stone wall and high fence are contradictory and are replaced by this.

3. Colours

3.1 Rough Open

Allow down to 25% yellow for 403 rough open where the area is mainly open

Note: at the discretion of the mapper or planner. It blurs the distinction with white forest, but one could get around this with artificial use of full yellow for pale, and light green for white.

3.2 Allowable Open

Allow a stronger yellow for 401 open land to make small patches stand out more. A stronger yellow is 0/31/100/0. This should only be used where necessary as it may make the brown features harder to see. An alternative to allowable colours is the use of green lines. We DON'T recommend the orange colour in the default OCAD symbol set 0/55/100/0.

3.3 Standard Green

A darker than standard green may be considered to make small patches of allowable (white) forest stand out more. A stronger green would be 40 or 45% green instead of 30%. This should only be used where necessary as it may make the brown features harder to see. An alternative to allowable colours is the use of green lines.

4. Control Code Format

Show the control code in brackets after the control number, Arial font, height 2.5mm. Example **1(33)**

Note: there is no specification for this. The intention is to standardise it, and provide a visual distinction from the control number. Other options round the world include same size font, and separation with a hyphen. *[At Oceania 2011 the code was sometimes below the control number, so the word "after" is deliberate.]*

5. Obstacle Symbol

Reduce the size by about a third to 1.5mm X 0.5mm and drop the implication of "danger".

Note: Danger to riders is a completely different issue; if there is an obstacle which presents a hazard it must be addressed in the field with warning signs or tapes. The much more common "need to dismount" is often hard to fit on the map and doesn't need to be as large as in the speci.

6. Track Symbols

Note: the result of experimentation and use over a number of years and two carnivals. The main aim is instant recognition of the track type when seen in isolation.

6.1 Increase the difference between long and short dash length, by using 1.2mm for short (instead of 1.5, symbols 835, 836)

Note: We have experimented with a longer long and instead arrived at a shorter short. Efforts to distinguish lines are stymied by the need for a whole number of dashes between junctions and other dash points, so the nominal dash length may be bigger or smaller in reality. This effect is less with a shorter dash.

6.2 Increase the difference between thick and thin line, by reducing the thin tracks to 0.3mm (instead of 0.4mm, symbols 832, 834, 836, 838).

Note: In the past MAPsport has widely used 0.5/0.25mm lines for greater detail in complex areas; and to reduce the dominance of 831 (black) over 503 (choc sandwich) which is usually the wrong way round. This proposal reverts to 0.6/0.3mm in order to reduce the change to the existing spec.

6.3 Reduce the gaps to a maximum of 0.5mm (symbols 833, 834, 835, 836)

Note: In tight bends the larger gaps reduce the impression of shape.

7. One-Way Symbol

NZ has adopted the chevron in upper purple as the one-way arrow with the smallest “footprint”. It is drawn in upper purple on top of the track. The line thickness at 1:15,000+ is 0.3mm, it is 1.0mm top to toe and 1.4mm side to side (centreline dimensions).

DIRECTIONAL ARROW



Line thickness 0.3mm
Top to bottom 1.0mm
Side to side 1.4mm
Centreline dimensions
for scale 1:15,000

8. Scattered Tree Symbols

In symbol 402, smooth open with scattered trees, the dot spacing is increased to 0.7mm (at scales 1:15,000+)

In symbol 404, rough open with scattered trees, the dot diameter is reduced to 0.55mm (at scales 1:15,000+) Use of a green dot (as allowed) is recommended.