

CONVERSION OF A FOOT-O MAP TO MTBO

A checklist prepared after mapping for the W2W MTBO Carnival in January 2014

BACKGROUND

Preparation for the W2W Carnival involved mapping an area at Rotorua for both foot-o sprint and MTBO sprint. The map was first drawn for foot (ISSOM) and then converted to MTBO (no international spec yet). The main issue in the fieldwork was to distinguish white forest for foot into "also suitable for off-track riding" and "not suitable". It is assumed that bright yellow also means "suitable for off-track riding" and the greens and the variations on pale yellow mean "not suitable". Here is a checklist prepared by Michael Wood (MJW) for the conversion.

Although geared to a 1:5000 sprint map, it might be useful for converting other foot-o maps. FWIW, there are some steps that relate only to the Rotorua situation.

There is an unresolved issue to do with below-ground obstacles which can present large safety risks. There is a need (a) to distinguish ditches and watercourses in allowable areas that do/do not require a dismount and (b) to keep riders away or warn them of those that are not evident from a reasonable distance away. There is no standard yet for a one-way arrow either.

Assembled by Michael Wood

Mapping Contractor

8 Mar 14

UPDATE Sep 2014

Since this was written, there is now guidance on below-ground obstacles and one-way travel in other NZ MTBO publications on the ONZ website.

CHECKLIST

- New colour set up "Reduced black for MTBO" adjacent to ordinary black in the colour table. All non-track black symbols are changed to use this colour. Then a map can be changed from foot to MTBO and back by varying the percentage of this black.
- Symbol 304.3 Impassable bank line, changed from black to blue and increased to 0.25mm

- Symbol 304.1 Impassable body of water changed to 304.2 impassable body of water 75% otherwise the banklines can't be seen. (Webmaster comment, should be 50%?)
- Symbol 401.0 Open land allowed to ride. No change, just noting that the "smooth-rough" distinction is used here for the MTBO "go-nogo" distinction. If there were areas that were feasible to ride but not allowed say by the landowner, they would be changed from 401 to 403.
- Symbol 402.0 Scattered trees. As for open land, if not allowed they would be changed from 402.0 to 404.0
- Symbol 404.0 Rough open with scattered trees, the white dots replaced by green dots, as allowed. This symbol then consists of two not-allowed colours.
- Symbol 405.0 Forest run and also allowed to ride. This is the key to dual-purpose mapping so merits explanation. I recorded forest run AND ride in the field as "m" (for MTB) and as is usual in OCAD, nothing is drawn. The area is white simply due to the absence of anything else. The forest needs to be sufficiently smooth and there be no landowner ban on riding.
- Symbol 405.0 type "5" I recorded forest run BUT NOT ride in the field as "5" and drew it using an area symbol 405. In the foot-o version of the map, 405 is given the colour white. In the MTBO version of the map 405 is given the colour 30% green. One change deals with them all. (NB while drawing areas of 405 it can be temporarily given a colour such as pale gray, otherwise you can't see what you are drawingJ)
- Symbol 406.0 Forest slow run, riding presumed not feasible, remains at 30% green.
- Symbols 407, 408, 409, 410 other types of forest, all changed to 30% green, no distinction is needed in MTBO.
- Symbols 407 and 409 map be used on top of 403 rough open, the above change results in (un-ridable) open land looking like forest. Individual areas are identified and deleted, revealing the pale yellow below. On this map these were rare.
- Symbol 411.0 forest runnable in one direction, no change but noted for completeness. This becomes forest rideable in one direction, something required in a couple of blocks. Is usually rare, but if used there might be several variants on this symbol to take care of, for different runnabilities and angles.
- Symbol 416.0 Distinct vegetation boundary, hide symbol as this is not displayed in MTBO.
- Symbol 518.1 underpass hidden (dotted lines, see below for MTBO alternative)
- Symbol 526.1 Building inside changed to new colour "reduced black for MTBO" set at 70%. We still need 100% black for tracks, but this reduced black is applied to all non-track black symbols. Others on this map (possibly incomplete list) bridge sides, fences, crossing points, towers, X's and rock features.
- Symbol 526.4 Building outline hidden (see above for MTBO treatment of black objects)
- 529.0 Paved area urban changed to 50% brown. There is no urban-rural distinction in the MTBO spec.

- 529.11-12-14-16 and 529.31-32-34-36 Paved urban tracks/roads and stairways, fill colour changed from 30 to 50%, no urban-rural distinction in MTBO. NB these symbol numbers relate to various widths of sprint-o path set up by a particular mapper, and do not appear in the sprint spec.
- Symbols 831.0, 832.0, 833.0, 834.0, 835.0, 836.0, 837.0 and 838.0 added as per MTBO specs with NZ tweaks, see MTBO website. Tracks changed by symbol from their foot-o numbers to their MTBO equivalent (a site-specific relationship which works in 70-80% of situations). It is then necessary to go over the map in detail and deal with exceptions.
- Symbol 831.1 MJW's MTBO underpass added as a gray version of 831.0
- Symbol 834.1 MJW's Indistinct version of 834.0 added. Can only be used in allowable areas. Think about it.
- Symbol 843.0 MTBO obstacle, NZ version, added. MJW thinks that riders should expect an obstacle where there is a staircase, fence, ditch or watercourse in the way, but see note above about hazards.
- Symbol 840.0 MJW's one-way purple arrow added. Not used, just for completeness. MJW prefers an arrow beside the track to the arrowhead used in Whaka, but recognizes that it won't always fit.