

# PNWMA ARROWING PROCEDURES

## Introduction

The following arrowing procedures are intended as a guide to be used in arrowing. They are provided as part of an effort to have events arrowed in a uniform manner and to provide reasonable guidelines as to the extent of marking a course.

## Arrow Specifications

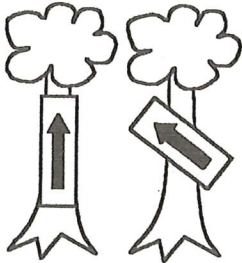
The PNWMA does not recommend using ribbon as a source of marking, even for a short section of trail. Ribbon is confusing, riders can never remember what colour of ribbon they are supposed to be following, and there is always about 12 different kinds of ribbon strewn throughout every course by loggers, berry pickers, hikers, etc.

Mark the entire course with one colour of arrows. By far, the arrows preferred most are black arrows on a fluorescent orange background.

- Arrows to be placed every 100m → 300m max.
- Staple arrows to a tree trunk (not a branch) at all 4 corners to protect against curling from overnight dew.

## Marking Trail

Trail markers should be placed on the trail ahead of where the rider's attention is focussed. For example, in a bend to the left, the arrow should be placed on the right side of the trail (the outside of the bend). Arrows should be placed slightly above eye level, preferably just out of reach to a person sitting on a tall bike.



Arrows should be stapled straight up and down if the trail goes straight. They should be

slanted slightly if the trail bends to the left or right. Three arrows should be used if the trail makes a "U turn".

An arrow should be visible at each branch in a trail, all trail intersections, and from all road intersections. Even if the trail continues straight, every time the trail goes past a branching trail or crosses a road, an arrow should be visible to a rider stopped at the fork in the trail.

When the course follows one trail or a road for a long distance, it is important that arrows be placed not more than 300 meters (1/2 mile) apart (every 100-300 meters/yards is even better). This is even true if there are no crossings or forks in the course, because these arrows serve as confidence arrows. The layout crew might know that a particular trails

goes on forever without any possibility of getting lost, but the event rider does not know that.

## Marking Turns

A single arrow pointing down at a 45-degree angle should be placed in the direction of the turn approximately 30 meters (100 ft.) before all turns. This arrow alerts the rider that a turn is approaching and enables him to get ready for the turn. It is called the "get ready to turn arrow".



Two arrows should be placed at all turns at the exact location of the turn. They should point horizontally to the left or right. These are the actual "turn arrows".

## Confidence Arrows



The first "confidence arrow" should be posted immediately after each turn (approximately 15 meters or 50 feet) to assure the rider he is on the course. This arrow should be visible to a rider in the intersection. The absence of this "first confidence arrow" is an immediate tip that you may be off course.

The second "confidence arrow" should be posted just out of sight of a rider in the intersection. This marker will help foil vandals who remove turn markers.

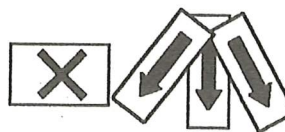
## Wrong Way Markers

Placement of "wrong way" markers is critical. A wrong way marker should be visible to a rider in the intersection. But if placed too near an intersection they are easily missed because the rider's attention is devoted to avoiding collisions at trail and road intersections. They must be placed where a rider's attention is straight at them.

Two wrong way markers should be placed at all wrong directions at all intersections, branching trails or any time a trail splits. One at the start of the wrong trail and another 30ft farther down the wrong trail. This will pay off in rider satisfaction.



## Danger Markers



Danger markers should be either an "X" or three "down arrows". Where a dangerous condition exists, danger markers should be posted

far enough in advance of the hazard to allow the fastest riders sufficient time to stop. They should be posted 15 meters (50 feet) before the danger, or further when speeds are higher. A second danger marker should be posted directly at the danger, and one "confidence arrow" should be posted where the danger has passed.

### Road Crossings

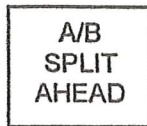
All road crossings should be manned. Mark upcoming crossings with one or more danger markers 300ft before the crossing, and another 20ft before the road. Riders should dismount their motorcycles before crossing the road.

### Splits

If splits are used during an event, they must be posted, but not necessarily manned. All splits must be marked as follows:

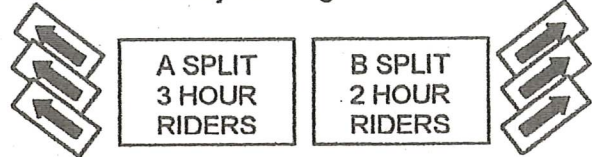
"A" Riders – Masters, Experts, Intermediates (3 hour riders)

"B" Riders – Vets, Juniors, Womens, Sportsman (2 hour riders)



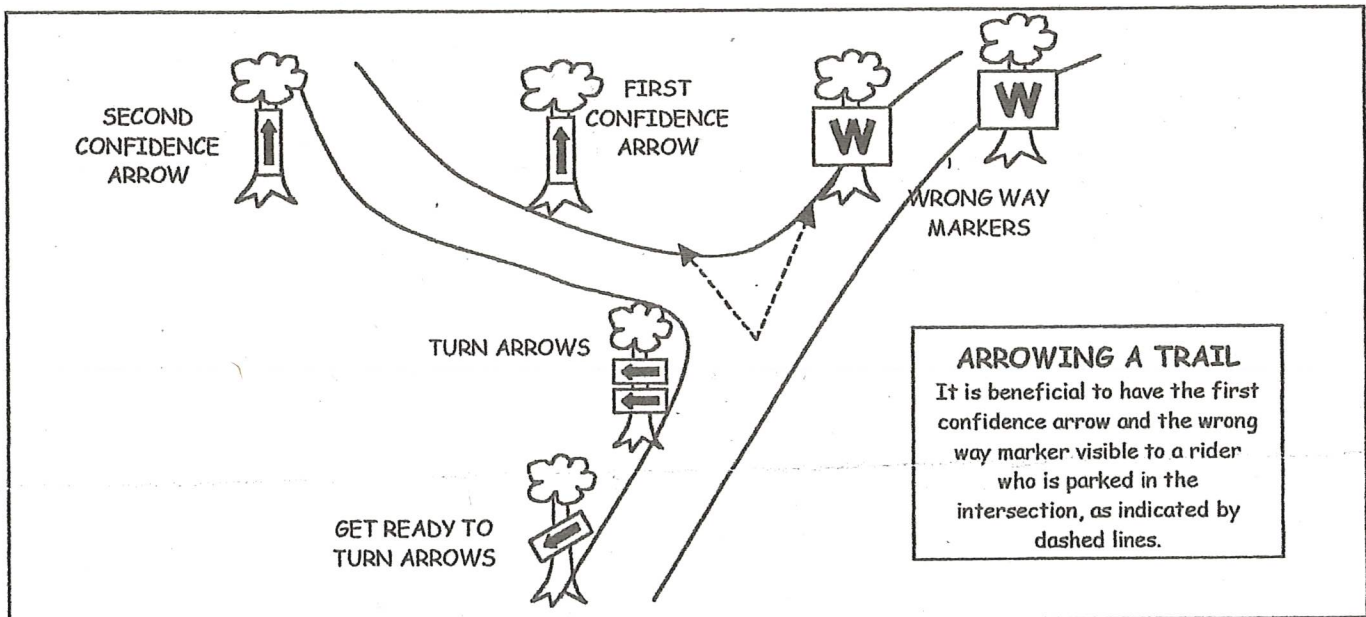
A sign warning "A/B Split Ahead" should be placed 200ft before the actual split.

At the split, two more 2'x2' signs should be placed stating "A SPLIT 3 HOUR RIDERS" and "B SPLIT 2 HOUR RIDERS" with directional arrows by each sign.



Confirmation signs stating "A riders only" and "B riders only" on the split trails are always a good idea.

Example of Trail Markings and Arrow Placement



Arrows may be sourced from a variety of suppliers. One suggested supplier is:

Debbie @ Hone Printing  
 872 Progress Avenue  
 Scarborough, ON M1H 2X7  
 Phone: 416.439.6600  
 Fax: 416.439.5473