

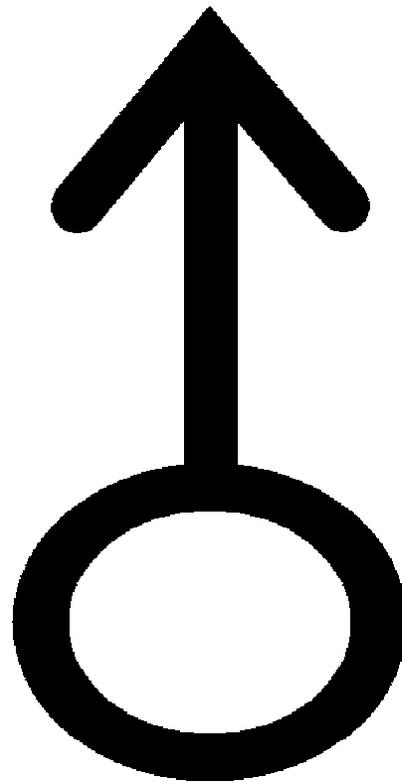
NBW NEW ARROWING GUIDELINES- PLEASE READ

(Rev. Oct 2016)

Thank you for volunteering to arrow an NBW ride. The success of our club depends on the work of our arrowers. Even though we supply riders with maps and GPS files, good arrowing beats a good map any day of the week (and especially on Sundays)! As a club, we are trying to reduce our “paint footprint” to help reduce the amount of markings on public roads. In order to do our share, we have updated our arrowing guidelines as follows:

- 1. NBW ARROWS** have a straight shaft with a circle at the end. Arrows should be about 10 inches long by 4 inches wide (no longer than the length of your foot). Well placed arrows do not need to be longer than that; over-large arrows may annoy local residents and waste paint and time. See the attached examples.
- 2. ARROWS** should not be painted more than 3 weeks before the ride date
- 3. RE-ROUTING:** Please do not alter routing from the mapped route unless there are road conditions such as road closures or construction that necessitate a detour. If a detour becomes necessary, please contact the rides coordinator, touring@nbwclub.org so that mapping can be updated
- 4. PLEASE** do not use “bendy” arrows, which are very confusing and hard to make out until riders are on top of them. Use only straight shafts, pointing straight/left/right or (occasionally) angled
- 5. PAINT:** Use the assigned color. We supply the paint, but if you need to buy your own, purchase upside-down marking paint and send the receipt to the NBW Treasurer for reimbursement
- 6. SPRAY** close to the ground to avoid “shadowing” (and painting your shoes). If you can find the old NBW arrows, paint over them, using the old paint as a base (not only does it save paint, it ensures fewer arrows on the road). Don't arrow in the rain—your arrows will fade out within days—paint on dry roads.
- 7. TURNS:** Each turn should have two arrows before it. The first arrow should be about 150 ft before the turn, and another about 50 ft before. **Do not use double arrows.** Obviously, if the street is short you may have to make a few common sense adjustments. Avoid placing arrows in parking lanes (especially near a church because parked cars on Sunday morning can cover them). Do not place arrows in front of someone's mail box or driveway. If the turn is on a downhill, put the first arrow sooner for safety, because riders will approach at speed. Do not place arrows on/at a turn—riders need them well BEFORE the turn so they can prepare and alert those behind. New arrowers tend to place arrows too close to the turn, especially when arrowing by car, where it's easier to misjudge distances. Give riders plenty of warning.
- 8. WHERE EVER POSSIBLE,** use existing arrows and spray over them. Leave only the three arrows needed to mark a turn. Black out all NBW arrows that are not needed for your ride
- 9. LEFT TURNS NEED MUCH EARLIER ARROWS:** Begin 300 ft before, which is about 3 telephone poles apart, with the second at 100 ft. Some bad lefts on busy roads/downhills need earlier arrows to give riders time to move left across traffic.
- 10. INTERSECTIONS/LIGHTS:** Most intersections do not need an arrow where the ride goes straight. If the straight through direction is not obvious, place a single arrow BEFORE the intersection to indicate the correct route. A confirming arrow after a straight through intersection is not needed.
- 11. CONFIRMATION (after the turn).** After a turn, place a confirming arrow within sight of the intersection.
- 12. COMFORT ARROWS:** On long stretches of road, place a “comfort arrow” every 1-2 miles or so to reassure riders that they are still on the route.
- 13. SPLITS:** Use a double headed arrow to mark where the loops split. Label each arrow head with the mileage(s) for that split. The confirming arrow should also be labeled with the appropriate mileage. See example at the bottom of the next page
- 14. ROAD HAZARDS:** should be indicated about 100 ft before, e.g., “Caution” or “R/R”. and if you can, paint a wiggly line before large potholes, hazardous grates that are parallel to the road, or badly-placed expansion joints. Otherwise, do not write words on the road (riders can't read them at speed and they annoy residents).

Sample arrow



10"

Sample Split



50

35

20

