

## Tierra Bella 2022 Route Marking Report



### Our Planning and Execution

- January I met with the previous Route Marking captain, collected the supplies and read through the Marking previous report.
- In February and March I reviewed the very detailed route marking guide ([http://bikemaster.org/tb/tb\\_2022\\_routes\\_marking.pdf](http://bikemaster.org/tb/tb_2022_routes_marking.pdf)) and provided feedback and suggestions for clarity. I created a marking team-specific spreadsheet which estimated the arrows needed at each identified turn/intersection then made a plan to break up the marking effort geographically into three teams covering approximately the same number of intersections and distances (arrow counts varied due to the number of routes passing the intersections in that team's territory).

	Arrows Needed by Team	Orange	Pink	Blue	Green	Yellow	Arrows	Junctio ns
1	Team 1	93	67	97	63	67	387	28
2	Team 2	82	57	4	70	4	217	25
3	Team 3	56	66	66	56	75	319	21
	Totals	231	190	167	189	146	923	74

- NOTE: arrow counts are estimates; use judgment if more are needed
- I met with the Safety captain and coordinated efforts, including a couple previous rides to identify any challenges and come up with an approach, including key safety intersections and an approach to an intersection that had two routes pass a second time. (Routes would initially be marked for the turn on the first pass, then the stationed Safety reps would remove the turn arrows and replace with a straight for the second pass)
- Team meeting held two weeks prior to Tierra Bella to train the team and pass out the necessary supplies. I reviewed the summary guidelines I created so we would to lay arrows as clearly and consistently as possible: ([https://docs.google.com/presentation/d/1tUMI0OVKTYai0tYk\\_O6aK9F53s7giydIL1ebcui46SU/edit?usp=sharing](https://docs.google.com/presentation/d/1tUMI0OVKTYai0tYk_O6aK9F53s7giydIL1ebcui46SU/edit?usp=sharing)). Key training messages involved where to place the arrows on the roads, how many sets of arrows to place prior to a turn, and keeping consistent patterns of placement for ease of navigation. I had Randall Braun (from RouteArrows and WW) join us to provide his guidance and recommendations from experience marking routes.
- I also passed out a "quick guide" and a route marking navigation sheet, with directions and distance to each intersection for marking, and the arrow colors needed at that stop and a full paper copy of the overhead photos of the intersections with arrow direction indicators (Donny's guide, above).

- Randall Braun volunteered to make tailored long-handles for pressing our Route Arrow stickers so we wouldn't have to constantly bend down to roll (or stomp) placed arrows. He ultimately gifted the work and related expenses to our club.
  - I arranged for Randall to get a volunteer shirt and socks as a Thank You from ACTC.
- On the Friday before the TB ride, our three teams met and (after waiting for rain to pass and roads to dry), set out marking the assigned intersections. The three teams took between 4 and 5 hours to complete their routes and place all arrows.

### What worked

- The detailed list of intersections and overhead photos were very useful in understanding which routes passed through and which direction they went. (We should note that they do not indicate how many sets of arrows are needed to appropriately indicate the turn)
- The volunteers for route marking were great; flexible, cooperative, and hard-working.
- The Route Arrows themselves were easy to use and apply. (Randall loaned us two "dispensers" that held 4 colors each which simplified the process a bit).
- Three teams of 3 worked well, though it did make for a fairly long day on the roads.
  - A fourth team (12 volunteers) would shorten each team's effort on marking day if we could neatly break up the routes into four sections. [Nice to have, not essential]. Intersections covered, on average, would be reduced from 24 to 18 and arrows placed from 308 to 230.
- The long-handles on the rollers were great.

### Recommended changes

- **We need a set of three strong long-handled brooms** to sweep away any gravel before laying the arrows AND to clear roadways where gravel or other debris might create a safety issue. We had our team members bring their own broom rather than use the small, short whisk brooms that we supply which would require a lot of bending over.
- Where routes pass an intersection twice, with two different exits, we should place both sets of arrows and label them with **(1)** and **(2)** as well as have a sign that shows "first time" and "second time" directions. Several riders did some or all of the Canada loop twice because they got back to the intersection before the arrows got changed.
- Feedback suggestions from riders at the Chitactact rest stop included:
  - The combined Blue-to-Green "long hilly 100K" was confusing; several riders wanted to take this but ended up staying on the Blue route and were disappointed that they didn't get as many miles. >> **Don't have routes that switch colors mid-way.**
  - The route that passed the same intersection twice (Leavesley/Dryden) created confusion causing a few riders to take the Canada loop a second time. If we have such an intersection in the future, **we need a clear sign indicating "first time this way, second time that way" as well as the arrows showing both marked with "1st" and "2nd".**

- **We should reduce the number of 100K options to 1 or 2.** Even though it is nice to offer riders choice, within the same roads we already cover, it does add to the route marking effort as well as potentially create confusion for riders getting on the wrong route. My choice would be a Hilly and Not-Hilly 100K, with the 100M and 35M(50k).
- It would be nice to offer to cover a **gas stipend for the drivers of the Route Marking** teams who have to drive stop-and-go over approximately 30 miles of the routes (in addition to their travel from home to the course).

### **General Feedback not specific to Route Marking**

- Several rider groups reported that the combined Blue+Green route was confusing. Several groups ended up at Chitactac surprised that they were only 8 miles from finishing but had only ridden under 50 miles and were expecting to do 70. The Blue route sheet with the "long" and "short" options might have confused some if they forgot there were separate columns for Short and Long and they just started following the next column which was the Short (all Blue) route, or the Blue arrows, though this seemed like a logical way to present their choices.
  - I suggest we **do away with any routes that change arrow colors** to eliminate potential confusion.
  - In general, from a Route Marking perspective, I would like to lobby for **less route options** altogether. One, or at most two, 100K choices seems more than enough flexibility along with the 100M and a "50K" short ride. Laying down 5 arrows in a series of 4 to 5 places (20+ arrows) at each turn surprisingly takes a considerable time. (Alternatively I am checking with Randall from RouteArrows to see if he would consider a multi-color "all routes" arrow to eliminate the need for all 5 (4?) arrows when all routes are on the same path though when asked prior to TB he didn't have or seem to want such an option).
- Future Consideration: The owner of Bike Therapy bike shop in Morgan Hill rode this year's TB and was impressed. He said he wanted to discuss TB with the Morgan Hill tourism board and recommend some joint alignment effort. He thought of a partner event on Sunday that might keep riders in town where we could jointly advertise. TBD.
- Final Comment: one message to the website requested arrows get removed from her street (Burchell) since it was low traffic and they didn't anticipate them being worn away soon. Current plans do not contain any arrow removal activity as a matter of course (except on Bike Paths if used).