

How could new color solve the “barriers versus communications” problem How could be traffic depicted on orienteering maps

If communications are defined in shades of red (the particular color can be different according to testing) it would totally solve the discrepancy between black barriers and black footpaths.

The existing ISSOM2004 Draft “forbids” traffic and do not show it as a danger to an orienteer. We tried to percept traffic as a fact and correspondingly represent it on our map samples. There are for sure many ways how to solve this problem. This specification is not exhaustive. It describes some approaches with its strengths and weaknesses. Weaknesses are highlighted in bullets.

In fact we tried to cover even surface (paved, unpaved) as this may be important for navigation. Ideally the unpaved areas should be shown in the same way as unpaved tracks, and in very similar way to open land, as the transition is usually fluent.

You can either use the lighter screen of brown for the easier running (no traffic). And the darker screen of brown for the more difficult running (with traffic). This approach is shown in the file **Brown_BrownTraffic.ocrd** (see Annex 2).

- Narrow light brown pavement in forested areas is very indistinct.
- Small footpaths remain in black and interfere with barriers in black.

Similarly this approach can be applied with red color. The lighter screen of red for the easier running (no traffic). And the darker screen of red for the more difficult running (with traffic). This approach is shown in the file **Red_RedTraffic.ocrd** (see Annex 2).

- Narrow pavement (if defined in too light screen of red) might be indistinct.

The other way is to use the darker screen of brown for the easier running (no traffic). And the lighter screen of brown for the more difficult running (with traffic). This approach is shown in the file **Brown_White Traffic.ocrd** (see Annex 2).

- Small footpaths in solid brown interfere with terrain features.

Similarly this approach can be applied with red color. The darker screen of red for the easier running (no traffic). And the lighter screen of red for the more difficult running (with traffic). This approach is shown in the file **Red_White Traffic.ocrd** (see Annex 2).

- The lightness of areas with traffic might not describe the relevance of traffic danger properly.

Other way how to emphasize traffic is to mix color for communications with another color. In this sample the vivid red for the easier running (no traffic). And the darker mix of red and black screen for the more difficult running (with traffic). This approach is shown in the file **Red_BlackTraffic.ocrd** (see Annex 2).

- Areas with traffic (if defined in too dark combinations of screens) might effect reading of details in paved areas.

If you replace the color for barriers with color for communications you get red barriers and black communications as it is shown in the file **Black_BlackTraffic.ocrd** (see Annex 2). The lighter screen of black for the easier running (no traffic). And the darker screen of black for the more difficult running (with traffic).

- Narrow light black pavement in forested areas is very indistinct.
- Red buildings are difficult to read.

To be consistent we enclose the existing ISSOM2004 definition in the file **ISSOM.ocrd** (see Annex 2).

- Narrow light brown pavement in forested areas is very indistinct.
- Small footpaths remain in black and interfere with barriers in black.
- Dangerous traffic is not considered.