

15th Street and Ardmore Course Marshall Instructions

COURSE ACCESS CONTROL

Close attention must be paid to access control this year because of the 2017 change in course direction to COUNTERCLOCKWISE adopted again for 2019. Consider that residents and visitors may be unaware of the change. At many crossings where vehicle access is permitted there will also be a CSC contractor assigned on behalf of the Police for basically the same purpose. Please introduce yourself and provide a copy of these instructions to your CSC counterpart, who should be asked to pass it on to their replacement as necessary. By cooperating with each some of the duties can be shared and we can facilitate public safety. CSC will probably also have radios, but on a different channel than SBW. This race Instruction is part of the official protocol for course access and CSC has been briefed.

AUTOMOBILES

- Motorists coming West on 15th at Ardmore may return to their homes on the cul-de-sac at 17th street - when and as directed by the Course Marshal.
- The vehicle is to be stopped at the 15th Street barrier for instructions until it is safe to proceed.
- While waiting, drivers shall be instructed that they are to turn right onto Ardmore when the barrier is opened for them and then turn right again onto 17th Street, where the barriers there will be opened for them to return to their homes. They should be cautioned NOT to go past 17th because they cannot U-turn towards oncoming cyclists. The 15th Street Marshal will radio to the Course Marshal at 17th that a resident's car will be headed their way; the Course Marshal at 17th shall acknowledge that they got the message and then open the barrier at 17th for the motorist.
- The Course Marshal at 15th will control access to the course for automobiles wishing access to 17th Street *only*. Other motorists are to be turned back (East) to enter the residences from Pacific. This would include those wishing to access 18th St., American Martyrs church, etc.
- Residents shall not be unnecessarily delayed and do not need to be detained until after a race is over *if* it is safe to proceed from 15th to 17th via Ardmore. The race official on the following motorcycle stays behind the main pack during the race. He will signal the number of stragglers that are behind the motor. The marshals at 15th and 17th Streets must be careful to ensure that the stragglers have passed or are at a safe distance before permitting vehicles on the course.

PEDESTRIANS and OTHERS

- SBW volunteers will control pedestrian crossing at the designated and heavily used crossings. Whistles will be issued to volunteers to alert people when there are approaching riders or

vehicles. Pedestrians cannot enter onto the course from the corner at 15th and Ardmore; instruct them to go around the South Side of the barriers or go North along the crosswalk to the next crossing.

- Be aware that we have had problems for time to time with non-racing cyclists and skateboarders of all kinds managing to get on the course from and going in any direction. Please be vigilant
- NOTE: This year there will be one-mile running races in-between the men's and women's pro cycling races. This year look out for stray runners who may try to warm up on the course or meander across it during the cycling races.

MISCELLANEOUS

- Volunteers will be issued orange vests for identification. Wearing the vests is a City requirement while on marshal duty and confers some legitimacy to your instructions.
- Look out for water on the course from excess resident watering, etc. Residents were notified of watering restrictions on them, but we often have a problem. Radio to the Command Post if we have this problem.

EMERGENCY COMMUNICATION

As in the most recent MBGP's, there will be a communication "Command Post". This will be staffed by CSC, representing the MB Police. The Command Post will have two handsets of each type of communication device used by participating organizations. The purpose of communications with "Command Post" is an emergency situation, such as a major crash with serious injuries, a car on the course, excess water on the course, or worse. Crash/injury assessment of the riders and need for notifying the Command Post is the responsibility of the USCF officials, not SBW volunteers. Any other major disturbance should be reported to the Command Post by any individual assigned a radio for that purpose. The individual making a report to "Command Post" shall have a pre-assigned caller ID that includes their assigned location as listed below. Reports to "Command Post" shall include a statement of facts and Command Post will take it from there to request additional info or forward to emergency services, etc.

Caller ID for this assignment (when addressing the Command Post) is:

Course Marshal at 15th and Ardmore

Key SBW Contacts Phone Numbers

Race Director: Greg Aden 213-819-2119

Volunteer Director: Steve Whitsitt 310-890-7416
Course Set-up/Tear- Down: Jim Heise 310-489-4192
Course Marshals: Chuck Watson 310-872-6755 or Steve Whitsitt 310-890-7416
Command Post **TBD**

Note: most individuals on this list above will also have radios.