

**2016 Manhattan Beach Grand Prix
Race Protocol August 7, 2016**

Approved Vehicle Access

1. All vehicles will enter the race course via Highland and 15th Street. An SBW course marshal located at 15th and Highland will check that the team car, vendor, or VIP is on the official access list or already has a color coded entry pass and will direct the driver to their designated parking or staging area. All vendors and VIPs should already have their passes. Team Cars will be handed their passes by the SBW Marshall at Highland. Drivers should be asked to place their passes on the dashboard to facilitate further identification and guidance or instructions. There is only one vehicle per team allowed. If there are any access issues that can't be resolved by the marshal at 15th, contact the race director (Greg Aden) for guidance. If Greg does not respond, radio to the course marshal coordinator (Chuck Watson).

A volunteer will check the VIP and Vendor lot entrance on 15th as soon as possible in the morning before the first race. (Several people have unfortunately been towed away who had entered the lots well before the street access was controlled at Highland.)

2. VIPs on the list will be told by the marshal at Highland to take the first right turn and park in the city lot (unless they have a color coded pass permitting entry to another lot).

3. Team Cars will be told to proceed to the staging area at the right of the curb at the posted sign *before* the Fire Department driveway! No double parking shall be permitted. Team cars shall just get in one line in the order they arrive.

4. The Course Marshall at 15th and Valley will then instruct each Team car driver to enter the course following the staged riders at 15th and Valley after completion of the race in progress.

As in 2014, designated Team Cars (as pre-approved) by the Race Director (Greg Aden) are to be instructed to follow the riders in the rightmost lane and enter their parking area through the gate at the first crosswalk (across from the Jocelyn Center). Elite team cars will be instructed to follow the riders at a safe distance on the left side of the road (to allow trade team cars to enter their parking area before the start finish), and to wait behind the staged riders for the start before they proceed to park on the right side of the road (infield) after the Start/Finish line.

5. Vendors will be instructed to take the last left turn on 15th before the race course into the Post Office parking lot. Vendors who have parked in the lot as of 0700 Sunday should have a pass on their dashboard; a volunteer will be assigned to check the vendor lot and report any cars without a pass to the SBW Coordinator (Steve) to determine if any subsequent action is required.

6. When a race is completed and the course is clear, the SBW course marshal at 15th and Valley will first open the barriers to allow the staged riders on 15th to proceed to the start line. (The race Chief Referee will radio that the staged riders can be allowed to enter the course before this happens.) After the riders

have all entered, the course marshal at 15th Street will direct the staged team cars to proceed as previously instructed. For the Team Cars that are designated to park before the start-finish line, a section of fence will be removed to permit them to enter the parking lot before the start-finish.

7. Team cars are permitted to leave the parking lot only after completion of the the Cat 3 Race, Women's Pro race, or the Men's Pro Race. The Team cars are instructed to proceed clockwise to the first stop sign and make a left on Blanche. From Blanche they can proceed straight ahead to Rosecrans. An SBW course marshal or CSC person will move and replace the sawhorse barrier at Blanche. The exception to this would be that, following the Cat 3 race and prior to the kid's races, the Team cars can also exit by continuing northeast on Valley. Vendors and VIPs can leave at any time via 15th at Highland; they must have their pass to re-enter.

The following sections 8-11 are particularly relevant to Course Marshals assigned to 15th, 17th, and 18th Streets.

8. All participants, residents, etc. are to be treated with courtesy and patience as they may reasonably be frustrated with the restrictions on their movements. In other words, this is a good PR opportunity for the race.

9. All vehicles entering the course as instructed will travel clockwise around the course to the designated exit.

COURSE ACCESS CONTROL

10.

- Residents on the 17th street cul-de-sac may exit in their cars as directed by the Course Marshal at 17th onto Ardmore in order to exit on 15th street. The Course Marshal at 17th will radio to the Course Marshal at 15th that a resident's car is headed their way; the Course Marsh at 15th shall acknowledge that they got the message and then open the barrier at 15th to permit the resident to exit East on 15th Street. The resident shall also be informed when waiting at 17th street that they must re-enter via 18th street and then proceed to 17th Street as directed. No vehicle is to enter at 15th onto the race course.
- The Course Marshal at 18th will control access to the course for automobiles wishing access to 17th Street *only*.
- The Course Marshal at 17th street will also open the barriers for residents coming from 18th to re-enter. In the past it has been possible for the Marshal at 18th to alert the Marshall at 17th with hand signals and/or voice.
- Residents shall not be unnecessarily delayed and do not need to be detained until after a race *if* it is safe to proceed from 17th to 15th or from 18th back to 17th via Ardmore; see item 11 below.
- Cars coming west on 15th trying to visit on 17th or go to American Martyrs Church should be directed to go back, turn left on Pacific and enter from the East.
- CSC may have personnel assigned at these intersections; Marshals at 15th, 17th and 18th should introduce themselves and coordinate with CSC. This race protocol is the official instruction for course access and CSC has been briefed.

11. 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 and marshals at 17th and 18th must be careful to ensure that the stragglers have passed or are at a safe distance before permitting residents vehicles on the course.

12. SBW volunteers will control pedestrian crossing at the designated and heavily used crossings (see below). Whistles will be issued to volunteers to alert people when there are approaching riders or vehicles.

13. Volunteers will be issued orange vests for identification. Wearing the vests is a City requirement while on marshal duty.

14. Affected residents (15th, 17th, 18th, 19th, and 20th) will be notified by mail or by hand delivery about the street and excess watering restrictions. All of 17th street and some of 15th, 18th, and 19th East of Ardmore will be notified again by hand-mail. This will be the responsibility of SBW (Jim Heise).

Emergency Access

Emergency services (Police, Fire, ambulances, etc.) will enter from 15th street at Valley as a primary access point. The secondary access point as needed will be via Ardmore at 15th. Volunteers should be prepared to open the barricades at either location as directed by Police or Fire.

Having entered the race course on 15th street, emergency vehicles should proceed in a clockwise direction around the course to the incident location.

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 (new digital handsets provided by Chevron should facilitate improved communication). 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 call 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, with Cross reference to the SBW Course Marshal Volunteer list:

Volunteer List	Caller ID (when addressing the Command Post)
Turn 1/2	Course Marshal at Valley and Pacific
Hill at 18	Course Marshal at 18 th and Ardmore
Hill at 17 th	Course Marshall at 17 th and Ardmore
Turn 3	Course Marshal at 15 th and Ardmore
Turn 4/Staging	Course Marshal at 15 th and Valley
Highland	Course Marshal at 15 th and Highland
Straight	Course Marshal at Joslyn on Valley

Finish	Course Marshal at Finish Line on Valley
Fence End	Course Marshal at end of Fencing on Valley
Blanche	Course Marshal at Valley and Blanche

When calling Command Post, inside/outside locations can be omitted.[Volunteer Matrix separate]

The Volunteer Matrix for Course Marshals is attached. Alternates may be added or assigned elsewhere as needs and resources dictate. Volunteers should call the Marshal Coordinator (Chuck Watson) as needed for a temporary break. They should call on the radio, if assigned one, or Chuck's cell phone at 310-872-6755.

Other *non-emergency* calls from volunteers should be addressed to the individual, e.g., (see list below). Please refrain from using the term SBW Command Post to avoid confusion with the emergency Command Post.

Lesson Learned from 2015

When the radios are received by SBW from Chevron, a unit must be delivered to the Command Post (CSC) as soon as possible. They are located inside the office of the Fire Department at 15th and Valley. We continue to have spotty radio response to course marshals. Users should be briefed at the SBW tent on radio usage. They should be familiar with the above protocols before the event.

Key SBW Contacts

Race Director:	Greg Aden 213-819-2119
Volunteer Director:	Steve Whitsitt 310-890-7416
Course Set-up/Tear- Down:	Jim Heise 310-545-3664
Course Marshals:	Steve Whitsitt 310-890-7416 or Chuck Watson at 310-872-6755

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