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Some of these fans didn't have to park. An estimated 13,000 fans used Metro service to and from the big game.



Inside Texas photo

### Metro Teamwork Scored a 'Touchdown' with Rose Bowl Service

- 13,000 fans used Metro service to and from the big game

By BILL HEARD, Editor

(Jan. 5, 2006) If it was teamwork that ensured an exciting USC-Texas game inside the Rose Bowl, Wednesday, it was teamwork outside the stadium – among Metro Rail staff and volunteers – that guaranteed fans got to and from the game safely and efficiently.

Metro Rail officials estimate that some 13,000 fans rode the Metro Gold Line or one of the agency's new articulated buses to and from the game.

"Between rail and bus operations, the Sheriff's deputies and volunteers who gave their free time, everyone did one heck of a job," said Metro Rail General Manager Gerald Francis. "The concerted effort really made it easier for people to get to and from the game."

The smooth operation was a contrast to the rocky experience on Monday, when a collapsed construction scaffold halted service at the Memorial Park, Del Mar and Fillmore stations just as spectators were leaving the Rose Parade. Full service wasn't restored until Tuesday afternoon.

On Wednesday, however, Metro's special Rose Bowl operation went like clockwork.

### Journey to Pasadena

Many USC and Texas fans staying at downtown hotels started their journey to Pasadena on the Metro Red Line, transferring to the Gold Line at Union Station. Others caught the train at Sierra Madre Villa, where the parking structure filled up by 1:45 p.m. and fans had to park on the street.

Revenue Collection personnel, who set up special sales booths at Union Station and at Sierra Madre Villa, sold 1,318 \$3 Day Passes for a total of \$3,954. Total game-day ticket sales of \$17,013 was 168 percent of average Wednesday ticket sales of \$6,266, according to Administrative Analyst Joe Marzano.

Metro had 15 articulated buses on standby in the early afternoon in case trains became overloaded, but the buses weren't needed until after the game. The steady flow of passengers into the stations and the 8-minute departure schedule kept the rail operation manageable.

In addition to the championship game, Wednesday was a regular working day for many Gold Line commuters. Luckily, most of them rode the line before game traffic began and after most fans were already at the Rose Bowl.

**'Almost a non-event'**

Afternoon peak period service was "almost a non-event, very normal," said Bruce Shelburne, who coordinated Metro's Rose Bowl operation. "Peak service wasn't really affected at all."

Following the game, some fans waited for an hour or so to get on shuttle buses at the stadium, but at Memorial Park station most waited for only 15 or 20 minutes to board either a train or an articulated bus, according to Gold Line Transportation Manager Duane Martin.

"There were no problems, everyone was in a good mood," said Martin. "Even the USC fans took it well."

Pasadena police closed Holly Street near the Memorial Park station entrance. Metro Rail staff and volunteers directed fans into lanes designated for direct bus service to Union Station, or to trains headed for Sierra Madre Villa or Union Station.

"We worked virtually overnight to make sure everybody got to their destinations, especially the out-of-town folks," said Shelburne. "Bus Operations was there for us every bit of the way. We couldn't have done what we did without them."