



Arch Park

No pedestrian connection to 'Park Street'
 No accessible walkway leading from 'Park Street'
 Property ownership (private, YA, school, etc)
 Under utilized and poor connection to the Arch and Park Street
 Limited restroom facilities
 Parking



Roosevelt Arch

Iconic Arch draws visitors and photographers
 Major concerns with pedestrian and vehicle interactions
 No formal / safe viewing platform out of traffic
 Informal road shoulder and No 'safety' zone
 3 way intersection, roadway prism does not accommodate traffic
 Arch geometry does not allow 2 way traffic (14')
 Traffic backs up from the North Entrance station adding to congestion
 Hair pin curve does not accommodate oversize vehicles and buses, (drift)
 Visitors stopping / parking on the shoulder / road way impact traffic flow
 Yellowstone Association parking and RV site give visitors the impression parking is okay



Park Street

Circulation, multiple traffic maneuvers into the main roadway
 Main road travels thru a parking lot
 Parking is informal and unorganized
 No designated oversize and bus parking
 No turn around and turning radii for oversize vehicles
 Pedestrian and vehicular conflicts,
 No designated pedestrian walking / crossing areas
 Improve pedestrian experience and provide opportunities
 Parking capacity is exceeded during peak times
 Approximately 110 informal Auto parking spaces

North Entrance Station

Peak vs. Off Peak, operational needs
 Peak time of operation (June 1 thru Sept 30) (8am - 5 pm)
 3 way stop requires a roving employee within traffic (identified) safety concern
 Poor ergonomics of existing entrance kiosk
 Queuing/staging capacity (92) of the road between the gate and arch (during peak hours of operation)
 1) kiosk is unable to keep up with inbound traffic which backs up into town
 Traffic entering thru the Employee / Delivery lane (Xanterra road)= conflict
 Exiting traffic thru Xanterra= conflicts
 Length of wait to enter the park thru the entrance gate (peak hours of operation)
 During Peak hours staff switches to a 'Survival' traffic flow
 Inbound traffic one way (from Arch)
 Outbound traffics exits thru Xanterra
 'Pinch' point entering the park, archeological resources prevent expansion into the hill
 Traffic entering the Grand Loop Road from the 'Old' Gardiner Road
 Administrative needs are 'shoehorned' into existing kiosk



Highway 89 / Park Street Intersection

Lacking sense of arrival
 Poor line of site turning left or right
 Confusion "Where is the park entrance"

Gardiner Transportation Buildings

Limited informal employee parking, additional parking needed
 Outbound Park traffic conflicts with business operations and deliveries
 Employee loading and unloading, logistics (seasonal)
 Pedestrian vs. vehicular congestion, no clear delineation for pedestrians
 'Pinch' point for oversize vehicle, maneuvering and daily delivery concerns



North Entrance / Park Street

Existing Condition- Problem Statement