



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



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



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

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