

**FIGURE 3.12** (left)  
Pedestrian paths  
and walkways among  
research clusters will be  
enhanced to stimulate  
interaction and ease  
circulation



**FIGURE 3.13** (right)  
The area near the  
Cafeteria will be  
developed into the  
Central Commons



*Pedestrian Linkages among Research Clusters*

The network of major pedestrian routes through the Laboratory is important, not just for ease of circulation and wayfinding, but also as a means for interaction, as seeing one's colleagues outside the workplace is an important means to share insights and generate new ideas. These pathways between neighborhoods will be improved where already existing and added where needed. In addition, the path between the Laboratory and the Berkeley campus will be improved. Improvements may include better lighting, paving, seating and other amenities.

*Central Commons*

The area around the Cafeteria presently serves as an important hub for Laboratory activity and will be further improved to become the Central Commons. Like a traditional campus quad, this social heart of the Laboratory will be developed into the place where the primary eating, meeting, and event activities take place. To support these uses, additional usable outdoor areas will be provided, furnished with pedestrian-scaled lighting and seating, protected from wind but taking advantage of views and providing areas of sun and shade. All of the important pedestrian circulation pathways will lead to this area, and it will be well-served by the shuttle system and by a comprehensive signage and wayfinding system.

# Vehicle Access, Circulation, and Parking

## CONTEXT AND EXISTING CONDITIONS

### *Main Site Access*

Berkeley Lab is located in the East Bay hills, approximately two miles east of Interstate 80, the nearest major freeway, and five miles from the San Francisco-Oakland Bay Bridge. The Laboratory is located within a mile of a regional mass transit station (Bay Area Rapid Transit – BART) and regional bus stops (AC Transit), and approximately two miles from the Amtrak commuter rail station in Emeryville.

Vehicular access to the site occurs primarily along two routes: Hearst Avenue, which borders the north side of the UC Berkeley campus and becomes Cyclotron Road at Gayley Avenue, and Centennial Drive which extends from Memorial Stadium through Strawberry Canyon to Grizzly Peak Boulevard.

Off of these two main routes lie three primary entry gates: Blackberry Canyon Gate on Cyclotron Road, and Strawberry Canyon and Grizzly Peak Gates on Centennial Drive. These



**FIGURE 3.14** Laboratory Regional Access

three gates are controlled points of entry staffed by security personnel. Grizzly Peak Gate is currently used as an entry gate during morning commute hours, although it is available as an egress point at all times. Two additional gates, one at “PG&E Point,” and one by Building 73 on Centennial Drive provide ingress/egress to the Laboratory site for maintenance operations and emergency access.

### *Modes of Transportation*

The Laboratory’s Transportation Demand Management program facilitates a range of commute options for its employees and guests. Berkeley Lab’s shuttle bus system connects the Laboratory to the downtown Berkeley BART station, UC Berkeley campus, and numerous stops en route. The shuttle buses accommodate bicycles, a feature which is widely used.



**FIGURE 3.15** (right)  
Berkeley Lab’s shuttle bus system minimizes individual vehicle use



**FIGURE 3.16** (far right)  
One way traffic pattern on Chamberlain Road allows for parking on both sides of the street



In addition, the Laboratory coordinates vanpools and carpools, encourages bicycle commuting, provides multiple access points for pedestrians arriving from surrounding residential areas or from the UC Berkeley campus, and supports telecommuting as appropriate. Forty percent of Laboratory staff and guests use personal vehicles or carpools to commute to the main site.

#### *Vehicle Circulation*

Within the site, vehicular circulation is characteristic of hillside development—major roadways follow the hillside contours and in places they are relatively narrow. There are two major east-west traffic routes, supplemented by secondary roadways that provide service and emergency access to individual buildings. As shown in Figure 3.18, Chamberlain and McMillan Roads make up one east-west route with Lawrence and Alvarez Roads

forming the other. Berkeley Lab’s shuttle bus system connects a series of stops within the Laboratory itself. Bicyclists share all roadways with vehicles and are provided bicycle lanes where feasible.

Due to the hillside nature of the site, roadway geometries impact the maneuverability of larger trucks and in places visibility is constrained. In addition, roads, parking, pedestrian routes, and building access and service are often overlapping, creating potential conflicts between vehicles and pedestrians. Parking has been added to the sides of a number of roads, both major and minor. Some of these roads have been converted to one-way operations to ensure pedestrian and vehicular safety.



**FIGURE 3.17** Existing surface parking lots unevenly distribute capacity relative to adjacent demand

*Parking*

The Laboratory provides parking for approximately 50% of its adjusted daily population, reflecting the high degree to which access is achieved by transit, bicycling, or walking. There are 2,300 parking spaces on the main site, of which 250 are for government-owned vehicles stored on-site for day use, and 20 are reserved for guests. In addition, there are 5 emergency vehicle spaces, 45 loading zone spaces, and 25 motorcycle spaces. Parking permits are provided to career employees and participating guests.

The level portions of the Laboratory’s hillside site are mostly occupied by buildings and support structures with little area available for large surface parking lots. Parking spaces are provided in moderate to small size lots located on what level land remains either between or directly adjacent to these facilities. Some of these lots overlap and conflict with pedestrian walkways as well as delivery and service areas. Within the more constrained portions of the site some facilities have only a relatively few spaces available which are mostly reserved for visitors and government vehicles.

To provide adequate volume and distribution of spaces across the site, some parking lots provide high-density stacked parking patterns. Additional spaces are provided along roadways where conditions permit.

*Service*

Service and delivery vehicles of a variety of sizes regularly circulate throughout the site, often to reserved parking spaces near building access points. Large service bays or docks are integrated with most research facilities to accommodate deliveries of large equipment and materials.

Consistent with the ad hoc and opportunistic nature of development throughout the history of the Laboratory, service areas have been located as needed, consolidated with adjoining similar uses when possible, at locations where pedestrian circulation also occurs or where they create visual or functional conflicts. The curving, sometimes narrow roadways and the presence of parking and pedestrians along roadsides also constrain circulation of large vehicles and pose safety hazards.



