

### VEHICLE ACCESS, CIRCULATION, AND PARKING STRATEGIES

The Vehicle Circulation and Parking Framework is based on a series of strategies designed to improve transit, access, circulation, parking, and safety at the Laboratory.

- Increase use of alternate modes of transit through improvements to the Laboratory's shuttle bus service
- Promote transportation demand management strategies such as vanpools and employee ride share programs
- Improve efficiency and security of Laboratory access through improvements to existing gates and the creation of new gates
- Create a better linkage between parking, shuttle stops, and pedestrian circulation on site
- Provide separated routes of travel wherever possible for pedestrians and vehicles
- Promote use of bicycles by providing additional bicycle storage racks, and shower facilities
- Eliminate parking from the sides of major roadways, thereby improving safety and allowing one-way roads to be converted to two-way traffic



**FIGURE 3.19** Service areas often conflict with parking areas and pedestrian pathways

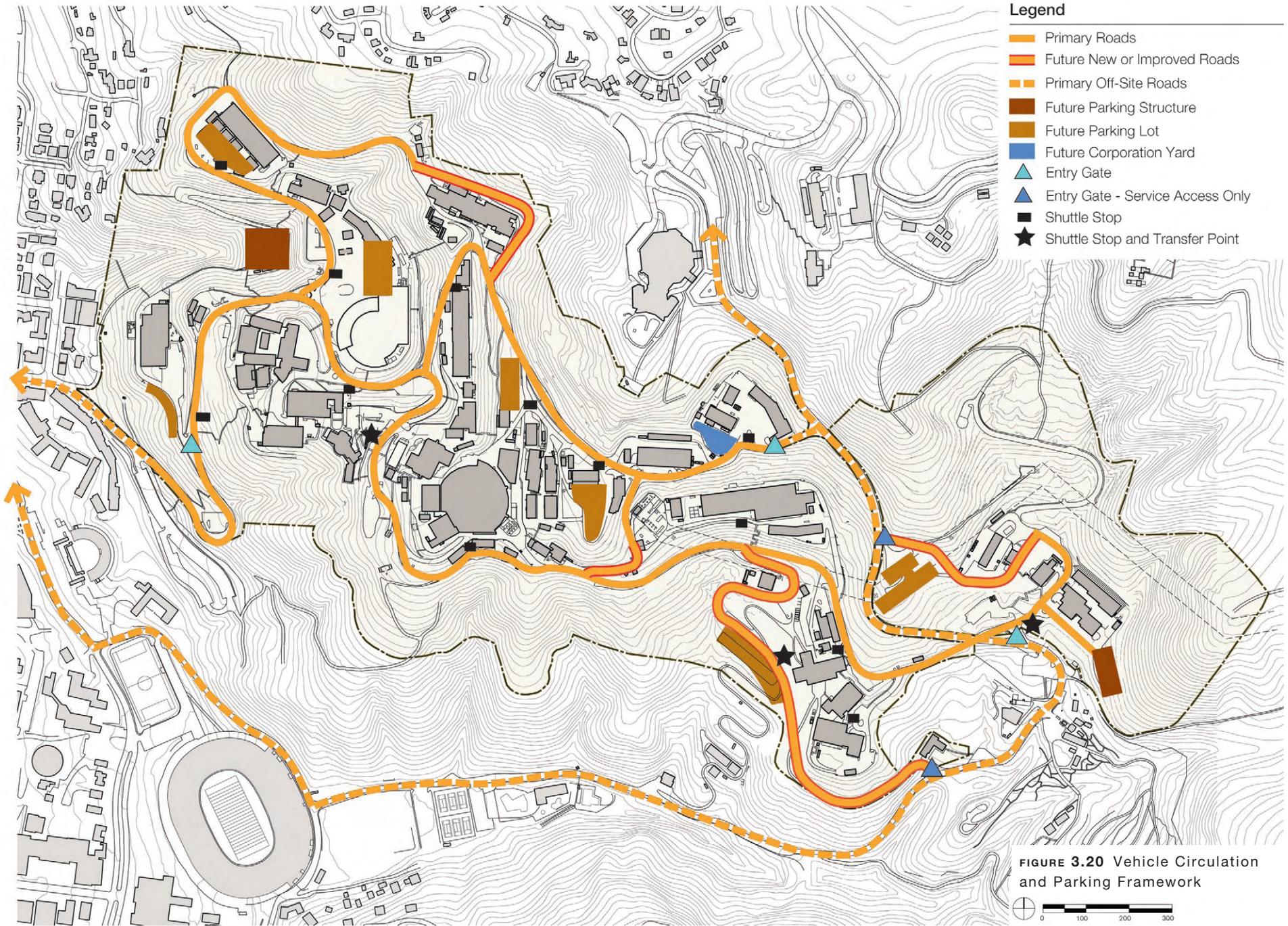
- Maintain or reduce the percentage of parking spaces relative to the adjusted daily population
- Consolidate parking into larger lots and/or parking structures; locate these facilities near Laboratory entrances to reduce traffic within the main site
- Remove parking from areas targeted for outdoor social spaces and service areas
- Consolidate service functions wherever possible in the Corporation Yard

### VEHICULAR ACCESS, CIRCULATION, AND PARKING FRAMEWORK

#### Access

The Laboratory gates create an important first impression of the institution and provide orientation and wayfinding. The four existing gates are being considered for improvements. The design of these improvements would be coordinated to provide a consistent image to those arriving at Berkeley Lab.

Improvements to the Blackberry Canyon and Strawberry Canyon Gates will provide for longer queuing lanes, new guard houses and improved signage and landscaping. A new gate is



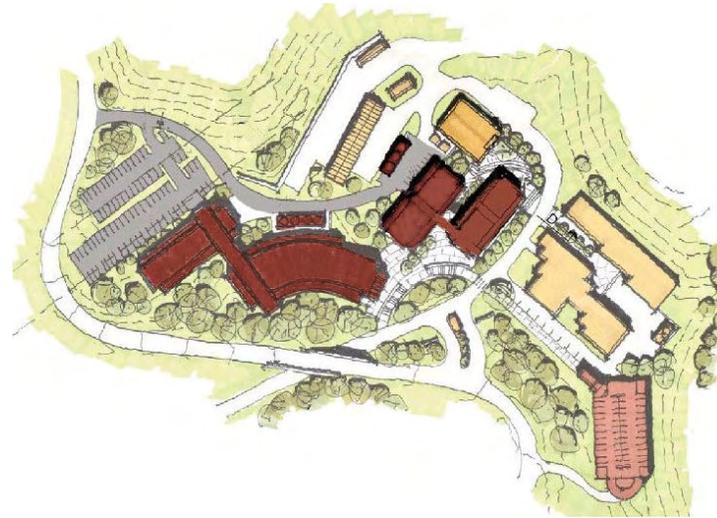
being considered off of Centennial Drive near Building 73 for the Redwood Cluster area. The existing Centennial Drive service access gate at “PG&E Point” would be improved in conjunction with the development of a new service road.

#### *Circulation*

A variety of road improvements will provide more efficient circulation in a way that minimizes potential pedestrian and vehicular conflicts.

Improvements will be made to widen certain areas and remove roadside parking. Shuttle stops will be adjusted to provide convenient access to research destinations and the Central Commons. Bicycle access will continue to be provided on the major and minor roads and additional bicycle lanes will be added where feasible.

From the new access gate on Centennial Drive near Building 73, a new road is planned that will allow service access directly to the Redwood Cluster area. This new road will connect to Lawrence Road and provide an emergency egress point from this part of the Laboratory.



From the improved access gate off Centennial Drive near “PG&E Point,” a new service access road would connect to Calvin Road and provide access to any new buildings built in this area, as well as egress from a new parking lot conceived for location near the gate.

#### *Parking*

This LRDP includes the projection of 500 net new parking spaces being added within Berkeley Lab over the next two decades. With the population growth projected over this time frame, the percentage of parking spaces will be maintained at 50% or be reduced to 48% of the adjusted daily population. Maintaining or decreasing the per capita supply of parking spaces will be accomplished through the approaches outlined in the *Vehicle Access, Circulation and Parking Strategies* section.

If the practice of parking in surface lots were to continue, the new parking spaces planned would require approximately 4.8 acres of level area, which is simply not feasible given the main site’s topography and density. It is projected, therefore, that the increased parking demand will be accommodated in two new parking structures located near the Laboratory gates and in a series of mid-sized parking lots located primarily on sites of

**FIGURE 3.21** Illustrative improvement to vehicular access, circulation, and parking

demolished buildings. These lots and structures will consolidate parking spaces in areas that are removed from road sides, service areas, the interiors of research clusters, and building sites.

Consolidating the parking closer to the gates will have the added benefits of reducing vehicular circulation within the main site, helping to create a more pedestrian-friendly environment, and minimizing the parking-related impervious surface area at the Laboratory. The preferred sites for two major parking structures and a series of mid-sized parking lots are indicated on the Vehicle Circulation and Parking Framework map.

Bicycle parking will be located at building entries and/or at the edges of outdoor open spaces that would be at the centers of clusters of buildings.

**TABLE 3.2** Parking Program

	Minimum Demolition & Construction	Maximum Demolition & Construction
Existing parking spaces:	2,300	2,300
Existing spaces to be removed:	(150)	(800)
New spaces to be added in lots:	300	450
New spaces to be added in structures:	350	850
<b>Total spaces per plan:</b>	<b>2,800</b>	<b>2,800</b>