

# Pedestrian Circulation

## CONTEXT AND EXISTING CONDITIONS

Good pedestrian access to and within Berkeley Lab is important to ensure efficient operations and support Transportation Demand Management strategies which minimize vehicle use. Pedestrians enter the Laboratory from surrounding neighborhoods via the primary vehicle access gates as well as through a handful of pedestrian gates that are fed by surrounding trails and accessed using a card key system.

Major pedestrian spines include highly traveled sidewalks and paths that link important destinations. At times these run at the side of roads or cross service zones; in other areas these are routed through wooded or grassy open space areas. An extensive system of pedestrian paths traverses the Laboratory site that may be difficult for the first time visitor to navigate.

Secondary pedestrian routes are found along service roads and in wooded areas; these are less traveled but provide important access to individual buildings. An informal trail system provides additional routes throughout the hilly site, and provides access to undeveloped areas for vegetation maintenance and other operations. For those familiar with the site, the stairs or elevators of buildings are often used as a means of accomplishing significant grade changes in areas with steep terrain.



**FIGURE 3.22** Pedestrian circulation often overlaps with service access and parking

At present, there are few pedestrian-only zones on the Laboratory site. Most notable is the area immediately adjacent to the Central Commons, where outdoor seating is available. In most other parts of the campus, parking lots, roads, trailers, and support structures fill up most available space adjacent to research buildings, and make it difficult to create usable outdoor space.

**FIGURE 3.23** Buildings are used as a means to overcome the Laboratory's steep topography for pedestrians



### PEDESTRIAN CIRCULATION STRATEGIES

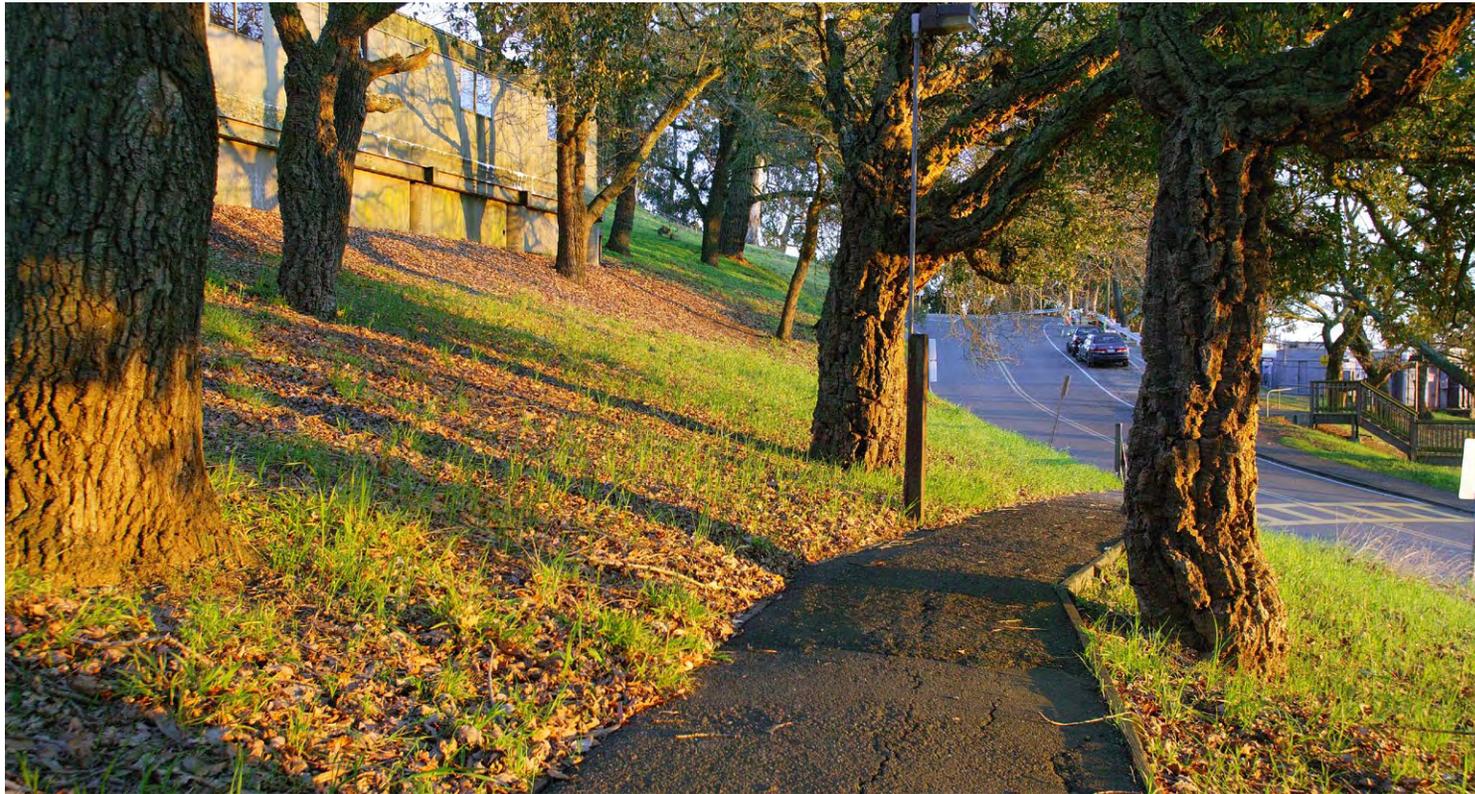
The Pedestrian Circulation Framework incorporates the following strategies:

- Use pedestrian routes to connect the various developed terraces of the site which host the central and research clusters

- Improve the pedestrian spaces at the heart of the research clusters and adjacent to research facilities so as to support interaction among Laboratory users
- Separate pedestrians and vehicles whenever possible
- Retain and improve walkways as appropriate throughout the open space portions of the site, carefully integrating these pathways to minimize intrusion in the natural environment
- Improve pedestrian access and safety throughout the Laboratory site by developing new routes and enhancing existing routes
- Improve wayfinding through a comprehensive and coordinated signage system and through the naming of buildings and research clusters
- Improve the path providing access to and from the UC Berkeley campus

### PEDESTRIAN CIRCULATION FRAMEWORK

The Pedestrian Circulation Framework illustrates proposed improvements to the pedestrian network at the Laboratory, and the relationship of the pedestrian network to the shuttle system and to the commons areas.



Primary pedestrian paths will be improved or added in key areas of the site, in particular where they reinforce important connections between and within the research clusters. They will be aligned to support connections into the heart of the Laboratory at the Central Commons, where dining, visitor facilities, and events will occur. This system of paths, illustrated on Figure 3.25, will provide the principal pedestrian linkages at the Laboratory.

An improved connection is proposed between the Laboratory and the UC Berkeley campus, a route regularly used by students and researchers moving between facilities on the two sites.

Shuttle bus stops will be located to directly connect to the primary pedestrian paths, to provide convenient access by commuters as well as to facilitate connections between the Laboratory, UC Berkeley facilities, and downtown Berkeley.

Secondary paths and trails throughout the Laboratory site will be maintained and improved as needed to accommodate important maintenance activities and limited pedestrian access.

Improvements to the outdoor environment at the center of each research cluster will be accomplished through strategic siting of new facilities and the alignments of pedestrian paths, in many cases replacing the current ad hoc arrangement of surface parking that dominates the cluster environments. These outdoor areas will provide attractive, usable and comfortable places for researchers, visitors, staff, and students to interact informally.

**FIGURE 3.24** A network of pedestrian paths accommodate circulation through the park-like setting of the Laboratory

