Appendix A: Summary of Workshop Comments

Summary of Workshop Comments

August 11, 2011

Missing from Area

- Evening Attractiveness
- Fitness/Social/Rec. Activity
- Intergenerational Fitness
- Adult Education
- Nice Hotel – Supports BOH and Tourism
- Grocery Store
- Family Retail
- Restaurants
- Bakeries / Mfg. (w/Aromas)
- Green Space

Problem Areas

- No Walk Zone (Pearl Street)

Assets

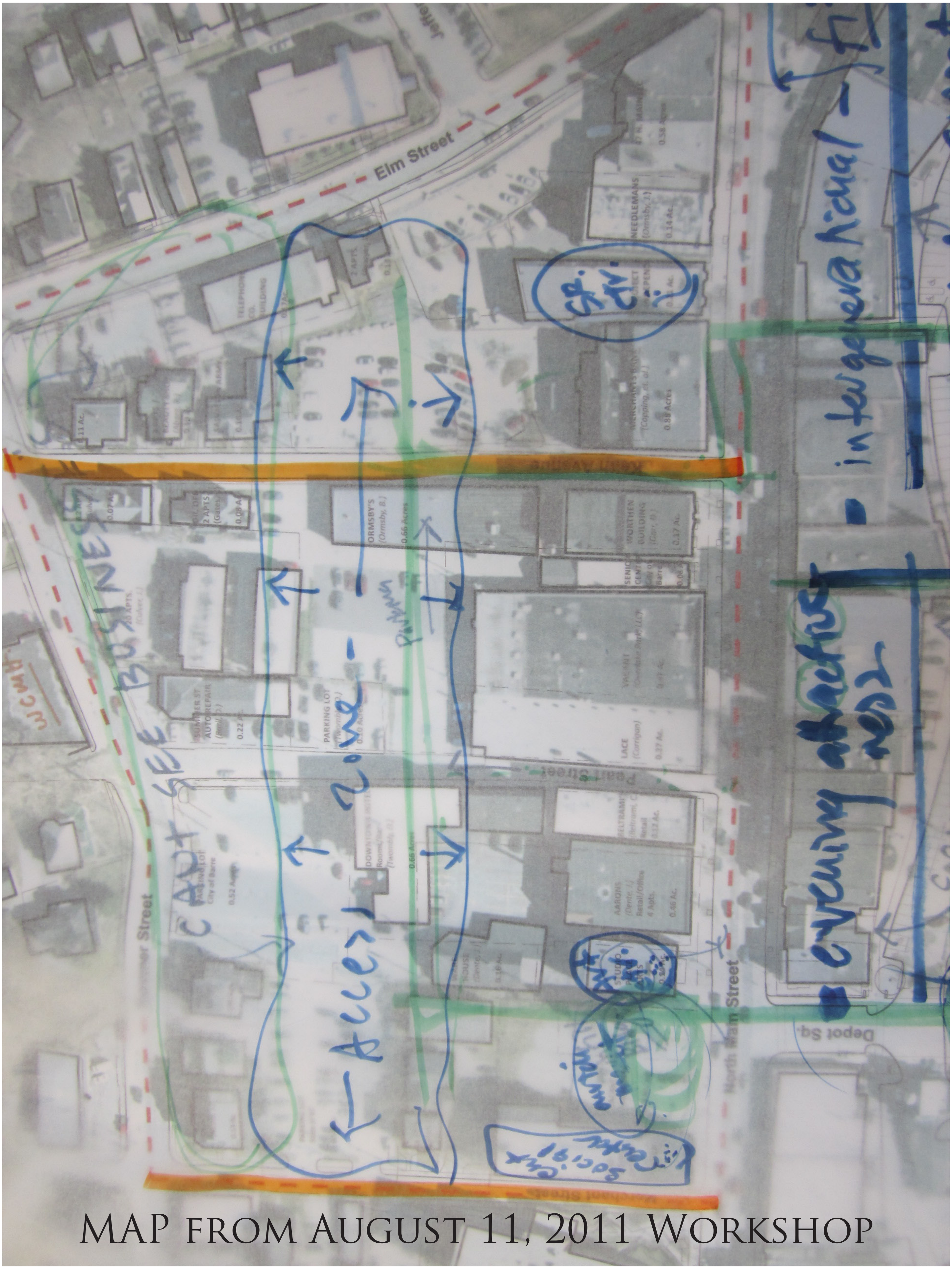
- Historic Buildings
- Park in Vacant Lot
- Clean Streets
- Bees

Ideas

- Pedestrian Only Streets
- Economic Mix of Housing
- Remove / Replace Buildings
- More Attractive Streetscape
- Park in Vacant Lot
- More Attractive Welcoming Bus Stop
- Improve crossings
- Façade Restorations of Main St. Historic Buildings
- Utilize Upper Floors of Buildings
- Access to Bike Path
- Need More stores on Main St.
- Need More Employment in Upper Stories
- Improve Wayfinding
- Relocate parking areas to the middle of the block
- Senior Housing / Sr. Center / Project Independence

MAP FROM AUGUST 11, 2011 WORKSHOP

MAP FROM AUGUST 11, 2011 WORKSHOP



MAP from August 11, 2011 Workshop

Barre North Main to Summer Street

Workshop #2 Comments

September 22, 2011

- Pay attention to how to improve walkways on side streets (Pearl and Keith) to be more attractive and pedestrian friendly.
- A+ on the plan ☺
- Consider "lateral" access points into the parking areas from Elm Street. Deck there? Could help Aldrich Library which needs more parking.
- What is the time-frame for this plan?
- Connections to Merchants Row is important. Bicycles and pedestrians.
- Why didn't you redevelop the Jacobs building?
- Parking options:
    - What do decks look like?
- Another park on Summer Street?
- Elm Street loop?
- Need to draw people into areas.

November 10, 2011 Workshop

- What about traffic impact of new development?
- What about narrowing Church Street?

Appendix B: Parking Inventory and Assessment

RSG INC.
TRANSPORTATION

MEMORANDUM

To: Carolyn Radisch, ORW
From: David Saladino, PE; Erin Parizo, EIT
Subject: *DRAFT* Parking Inventory and Assessment for Downtown Barre
Date: 18 August 2011

This technical memorandum summarizes our parking assessment of the area included within the Downtown project study area in Barre, Vermont. This region includes the parking facilities located within the blocks bordered by North Main Street, Summer Street, Elm Street, and Merchant Street.[1]

This memorandum includes the following sections:

- Inventory of Existing Parking Spaces and Parking Control Type
- Summary of Average Parking Utilization
- Traffic Circulation
- Parking Management Options
- General Observations and Recommendations

Figure 1 on the next page outlines the boundaries of the primary study area.

[1] Parking data was collected for an area that extended beyond the project study area. The details of the parking assessment from the extended study are attached in Appendix A.

55 Railroad Row, White River Junction, Vermont 05001
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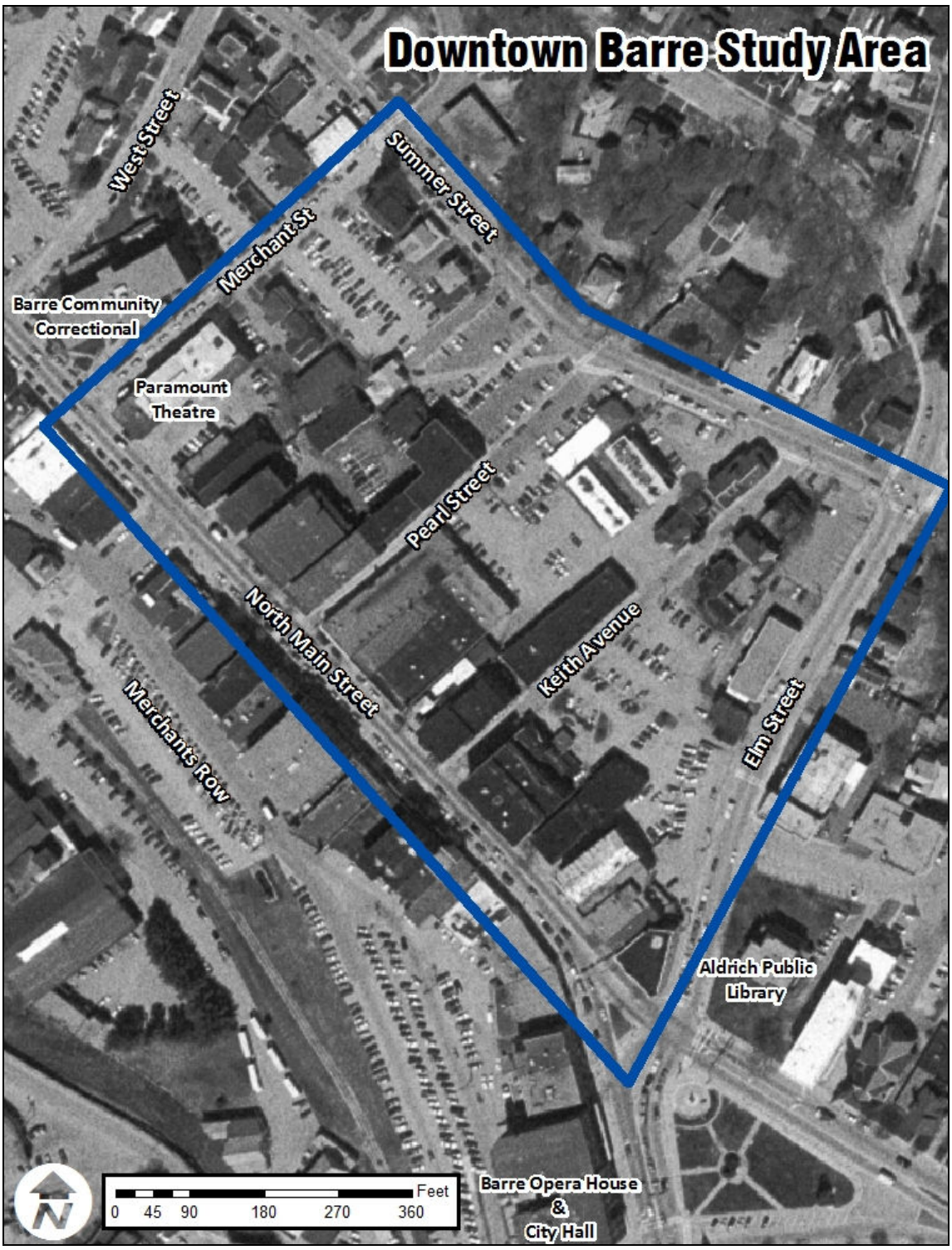
Figure 1: Downtown Barre Study Area



Inventory of Existing Parking Spaces and Parking Control Type

We conducted our inventory of parking spaces in the Downtown project study area on Tuesday, June 14th, 2011. This inventory included an assessment of the current parking supply, parking control types (public, private, and permit), and parking occupancy at three times during the day (9 AM, 12 PM, 4 PM).

The parking inventory identified parking spaces based on one of the following three control types:

1) Public: *Parking spaces that are owned by the City of Barre where the public can park at their discretion. It may be controlled by parking meters or be free of charge.*

2) Private: *Parking that is available on a restricted basis. The spaces are typically reserved for residents of adjacent housing units or employees/customers of particular businesses. These spaces are typically restricted by signage denoting the terms.*

3) Permit: *Parking spaces that are owned by the City of Barre which requires a municipal parking permit to utilize.*

There are 420 total parking spaces available in the study area. Figure 3 3 on the next page illustrates the distribution of these 420 parking spaces, color-coded by parking control type and labeled with total capacity.

Figure 3 reveals that 60% of the parking supply (253 spaces) in the project area is reserved exclusively for patrons or employees of individual businesses, or tenant parking for residential buildings.

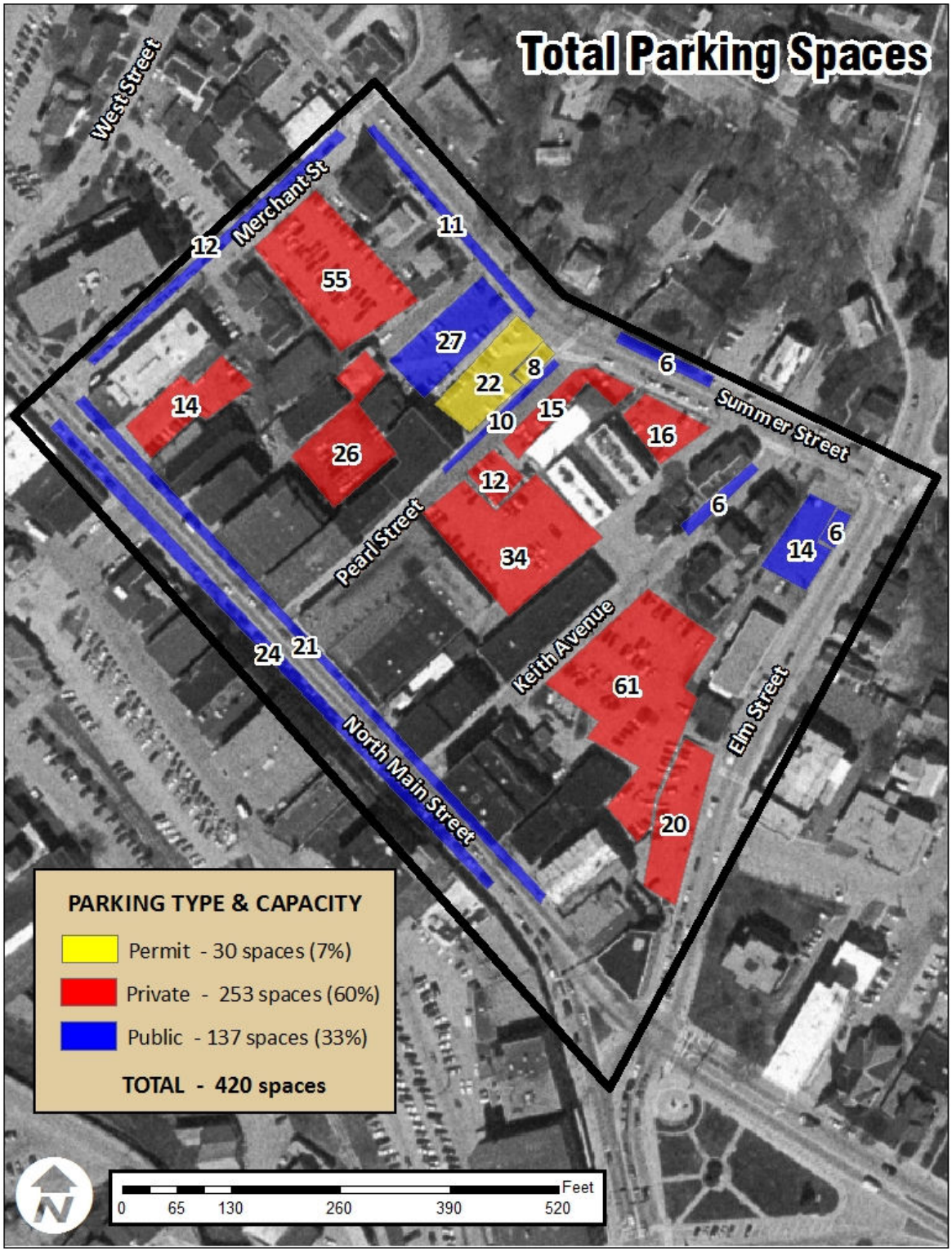
Public parking spaces in the Downtown are divided into two distinct control types. The first type is non-metered and offers free parking up to two hours. These spaces are located along Main Street, Keith Avenue, and several lots distributed throughout the study area. The remaining public spaces are controlled with parking meters.

The City currently issues two types of parking permits: 24-hour and daily permits. The 24-hour permits currently cost $220 per year and are typically issued to downtown residents, 49 of which were issued as of the drafting of this report. The daily permits cost $135 per year and there were 316 issued as of the drafting of this report. A comparison of costs with parking permit pricing in similar towns is shown in Figure 2.

Figure 2: Parking Permit Cost Comparison

Town	Permit Type	Annual Cost	Permit Type	Annual Cost
Barre	24 Hour	$220	Daily	$135
Brattleboro	24 Hour	$220-$800 (Lot Dependent)		
St. Johnsbury	24 Hour	$300	Daily	$125
Montpelier	24 Hour	$500-$840 (Lot Dependent)		

Figure 3: Total Parking Spaces and Capacity



Summary of Average Parking Utilization

To establish a sense of the utilization and distribution of parking within the study area, we conducted parking utilization counts during a weekday (June 14, 2011) at 9 AM, 12 PM, and 4 PM. Based on this data, we found that the average utilization over a typical weekday was 48%, with the highest utilization occurring during the midday period (56%). Figure 4 shows the total number of spaces occupied during each study time period.

Figure 4: Parking Occupancy by Time of Day

Time Period	# Spaces Occupied	% Occupied
9:00 AM	174	41%
12:00 PM	235	56%
4:00 PM	198	47%

Figure 5 shows the spatial distribution of the average parking utilization observed during the three time periods, with the highest utilization rates occurring around the courthouse and along Main Street.

Figure 5: Average Weekday Parking Utilization

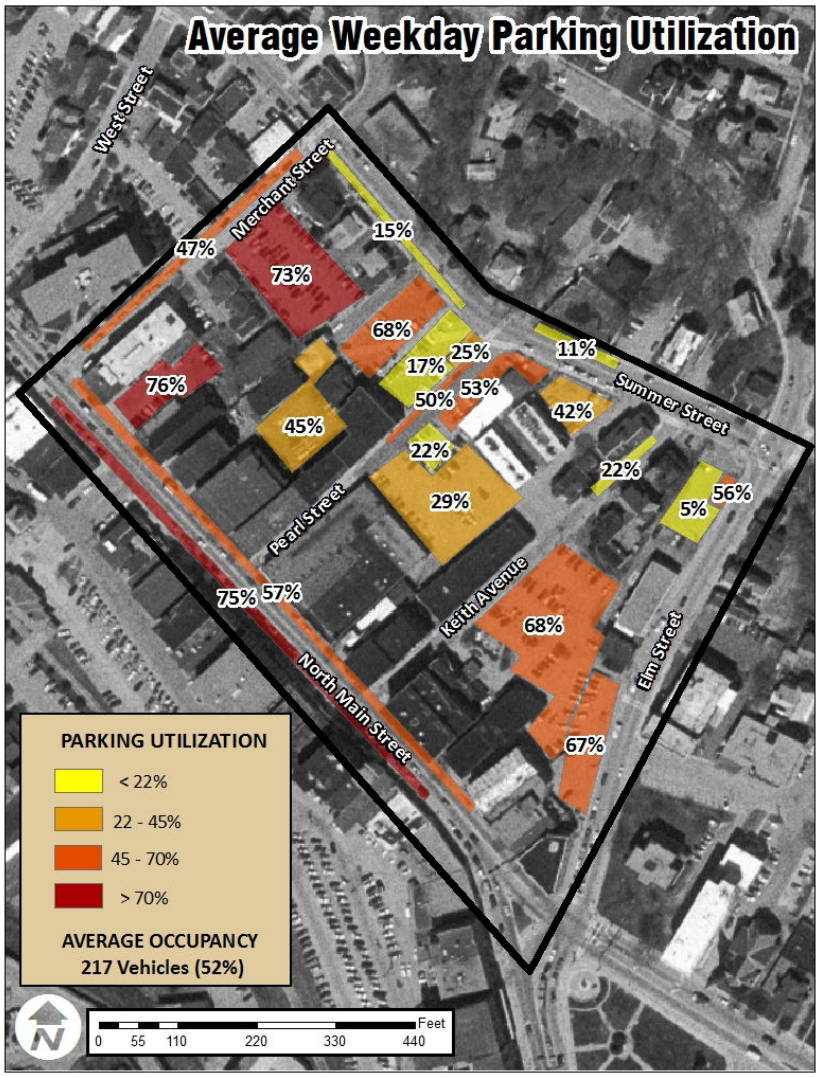


Figure 6 illustrates the average occupancy rates based on the parking control type. Looking deeper into the data, we find that the highest occupancy rates were found in the private spaces (53%) over the course of the day and only 6 of the 30 permit parking spaces were occupied.

Figure 6: Average Weekday Parking Occupancy by Type of Parking Control

Control	# Spaces Occupied	% Occupied
Private	134	53%
Public	56	41%
Permit	6	21%

Even during the peak parking periods of the day, we observed that nearly half of the parking inventory within the study area was empty. Over the course of the day, the average occupancy of all lots was approximately 52%. Factoring this figure up to account for weekly and monthly peaking, we arrive at an *peak* occupancy rate projection of approximately 60%, based on existing supply and land uses. According to many parking management professionals, a sign of optimal parking circumstances occurs with a utilization rate of around 85%[1]. This rate typically implies that parking is easily available and well managed, but not over-built.

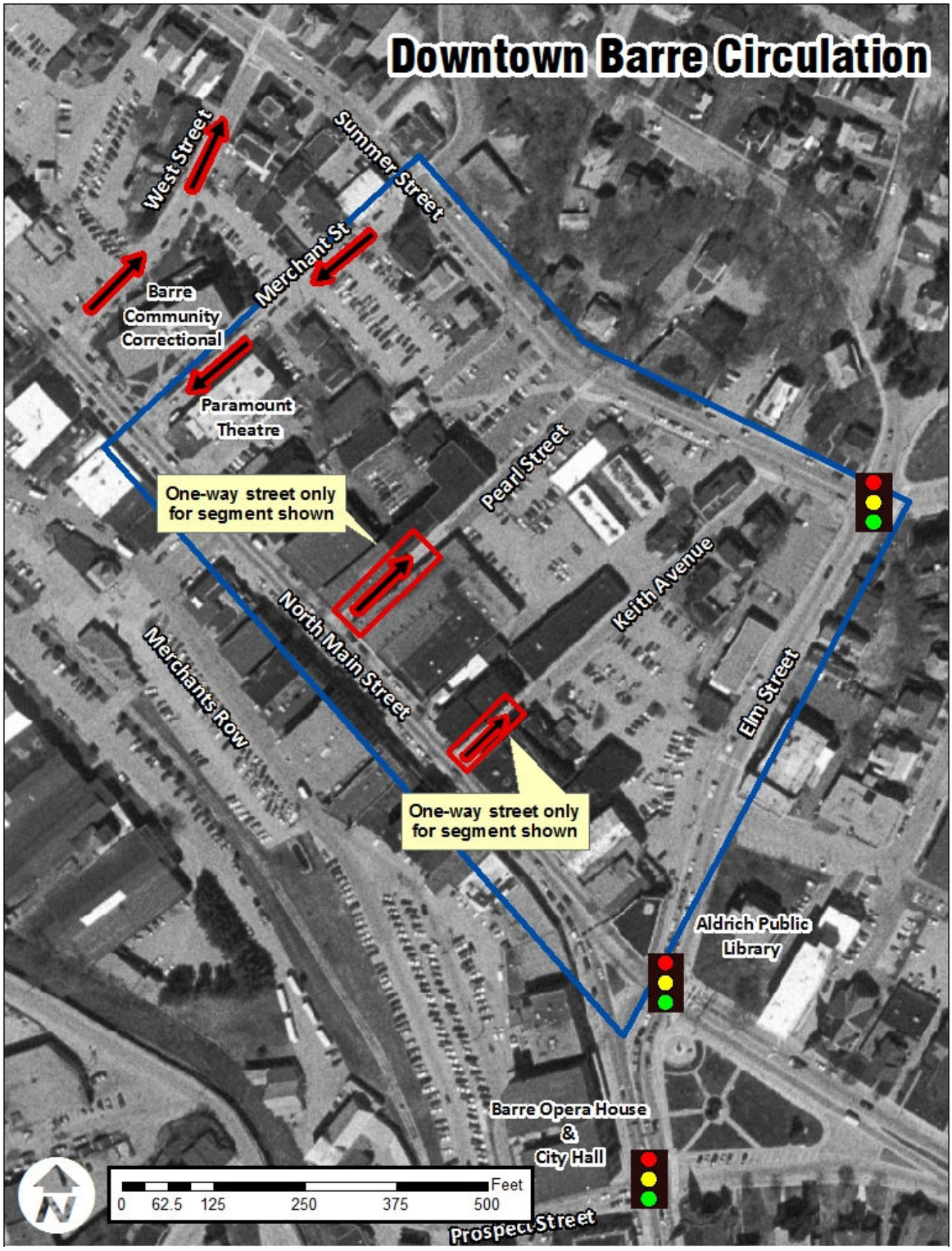
Traffic Circulation

The majority of traffic seen in Downtown Barre was observed using North Main Street as the primary route. The main intersection to the north of the study area is that of Route 62 and Route 14, state routes that both see heavy vehicle traffic during peak hours. On the southern end of the study area there is the intersection of Route 302 and Route 14, which also experiences heavy volumes of traffic. Cut through streets between North Main Streeet and Summer Street are either fully one-way or have sections that are limited to one-way vehicle traffic as shown in Figure 7 on the next page. West Street is limited to northbound traffic, while Merchant Street (see photo below), only allows for southbound vehicles. The other two connecting streets in the study area permit two-way traffic flow except for small segments, depicted in Figure 7, adjacent to North Main Street.

Due to upcoming construction during the North Main Street Reconstruction project, there has been a newly implemented traffic signal that is located at the intersection of Elm Street and Summer Street. When North Main Street is closed to vehicular traffic over the next one to two years, Summer Street will likely see a large increase in vehicle flow. In addition to the new traffic signal, neighboring signals will also be retimed to allow vehicle flow to be as efficient as possible.

[1] Two sources include: Shoup, D. (2005). *High Cost of Free Parking*. APA Planners Press; Litman, T. (2011). Parking Solutions. *TDM Encyclopedia*.

Figure 7: Downtown Barre Circulation



Options for Parking Management

As described previously in this memorandum, the current parking supply is controlled as either private, permit, or public spaces. The private spaces are signed as such, the permit spaces are signed as either daily (6 AM – 6 PM) or 24-hour, and the public spaces are metered individually or open, free of charge.

Based on our site assessment and discussions with City officials, the following parking management options should be considered as part of this planning process:

- Electronic Parking Payment System: Many municipalities are migrating from individually-metered spaces to electronic parking payment units to simplify maintenance and enforcement, increase revenue (by adjusting rates by time of day or day of year), and decrease visual clutter. Many of the units incorporate solar panels and cellular technology so additional power or communications infrastructure is not needed. There are two primary options for electronic parking payment in surface lots: 1) pay and display and 2) pay by space. Both systems are fairly similar in operation and can be set up to accept payment by cash and credit card and read permits issued by the City.
  - Pay and Display: With a pay and display system, the user parks, pays an appropriate amount for their expected duration, receives a receipt card from the unit, and then displays the card on their dashboard. This is the system currently in place behind the Capital Plaza hotel in Montpelier.
  - Pay by Space: With a pay by space system, the user parks and notes which numbered space they are in then enters that parking space into the payment unit and pays an appropriate amount for their expected duration.
- Alternate Approach to Permitting: It is our understanding that a previous parking permit system allowed parking permit holders to park in any space, including metered spaces. As long as their parking pass was visible, they did not need to feed the meter. This system would basically allow all spaces to be metered and could increase the potential for parking revenue by increasing the total supply of metered spaces. This system would also help minimize the amount of duplicate parking spaces being provided in the City. One disadvantage of this system is that a permit holder would not be guaranteed a space. However, given the current parking demand in the project area, it would appear that excess capacity would be available at most, if not all times.

Other Observations and Recommendations

A further observation that we noted during our site inventory was the lack of clarity in on-street parking regulations. There were few signs designating which sides of the streets vehicles were allowed to park on. Some of the curbing, on Keith Avenue for example, was painted yellow, which typically represents a "No Parking" zone. We observed however, that occasionally there were vehicles parked next to a yellow curb. This may have been due to inconsistent signage, the deterioration of the yellow paint on the curb, or a combination of both that lead to confusion among drivers. After speaking with City officials, it was made clear to us that the yellow curbing does in fact suggest that there is no parking on that section

of the street. We recommend adding signs, similar to what's pictured below, on streets where parking is not allowed, along with repainting the curbs in "No Parking" zones to make it clearer.

As a result of the upcoming North Main Street Project, there have been a couple of temporary parking related changes. These changes will be in affect only during the duration of construction for the project. The first of which is that on-street parking on Summer Street will no longer be allowed. With Summer Street experiencing the flow of traffic that Main Street would typically receive, there must be sufficient right of way for traveling vehicles. The second is that numerous parking meters, in Merchant's Row as well as in parking lots between Main Street and Summer Street, have been emptied so no money can be inserted. This was done so that while North Main Street is closed for construction, shoppers and visitors will still have some refuge in free parking. After the construction is finished, the meters will be returned to normal and parking will remain as it was.

There is also an opportunity to provide a more comprehensive parking messaging and wayfinding system to help drivers locate public and permit parking lots throughout the downtown. Consistent signing, placed at strategic locations (i.e. gateways to downtown, lot entrances, etc) would help drivers unfamiliar with the downtown to locate parking. Signs similar to the ones pictured to the right can be used in order to convey a clearer message of the location of parking facilities. Newer technology that is still progressing is that of real time parking information. Through the use of smart phones and mapping applications, the user would be able to view their current location in reference to nearby parking facilities. These could be as simple as showing a map with parking areas highlighted, along with they intended use (permit/public), or they could be more detailed and reveal specific parking spaces that are currently available. The technology to do the latter would be much more comprehensive than the simple parking map, but both options would significantly increase the ease at which visitors can find available parking.

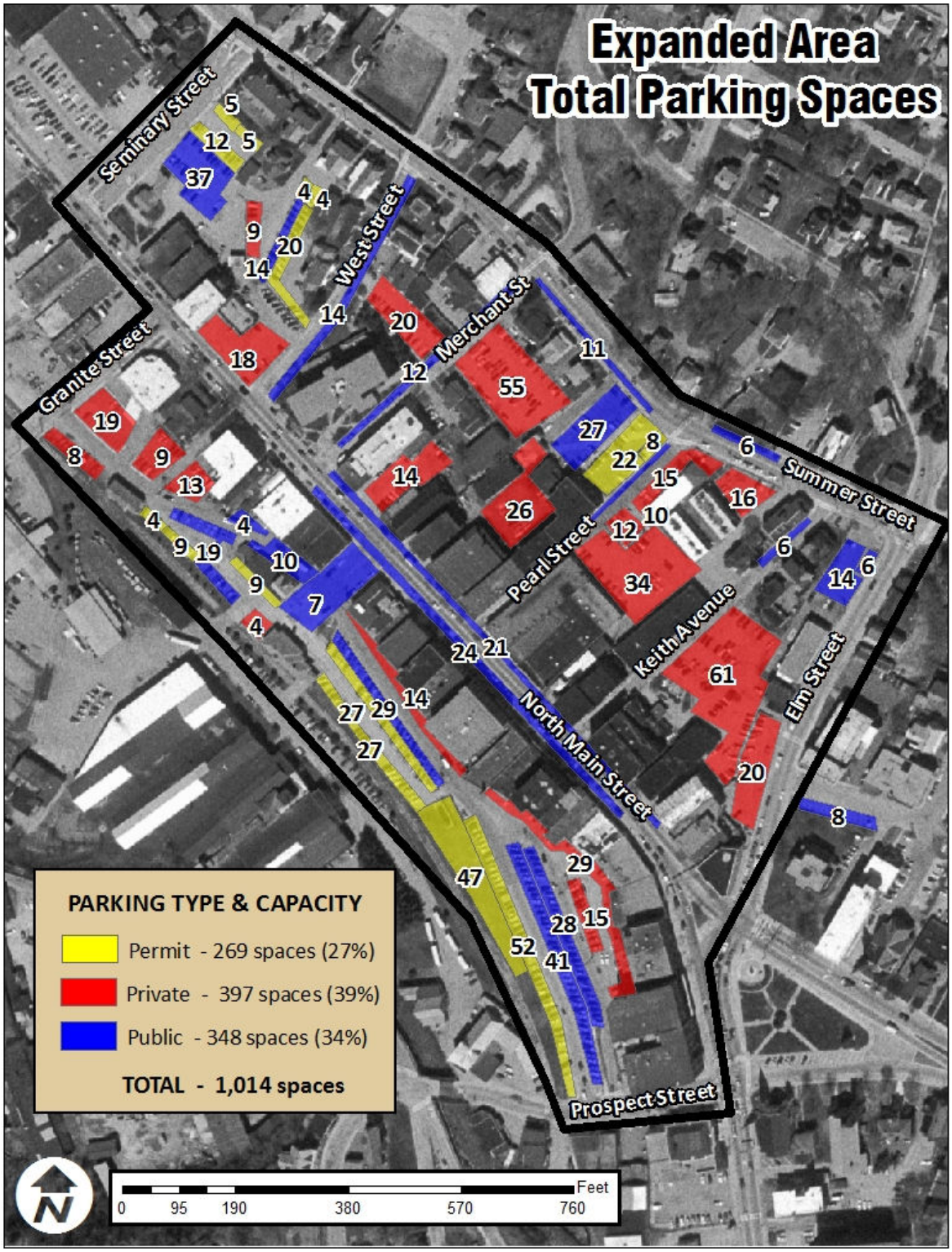
APPENDIX A – BROADER STUDY AREA CONTEXT

Parking data collection was conducted in an area that extended beyond the current project study area to cover the area shown in Figure 8 below.

Figure 8: Expanded Downtown Barre Study Area

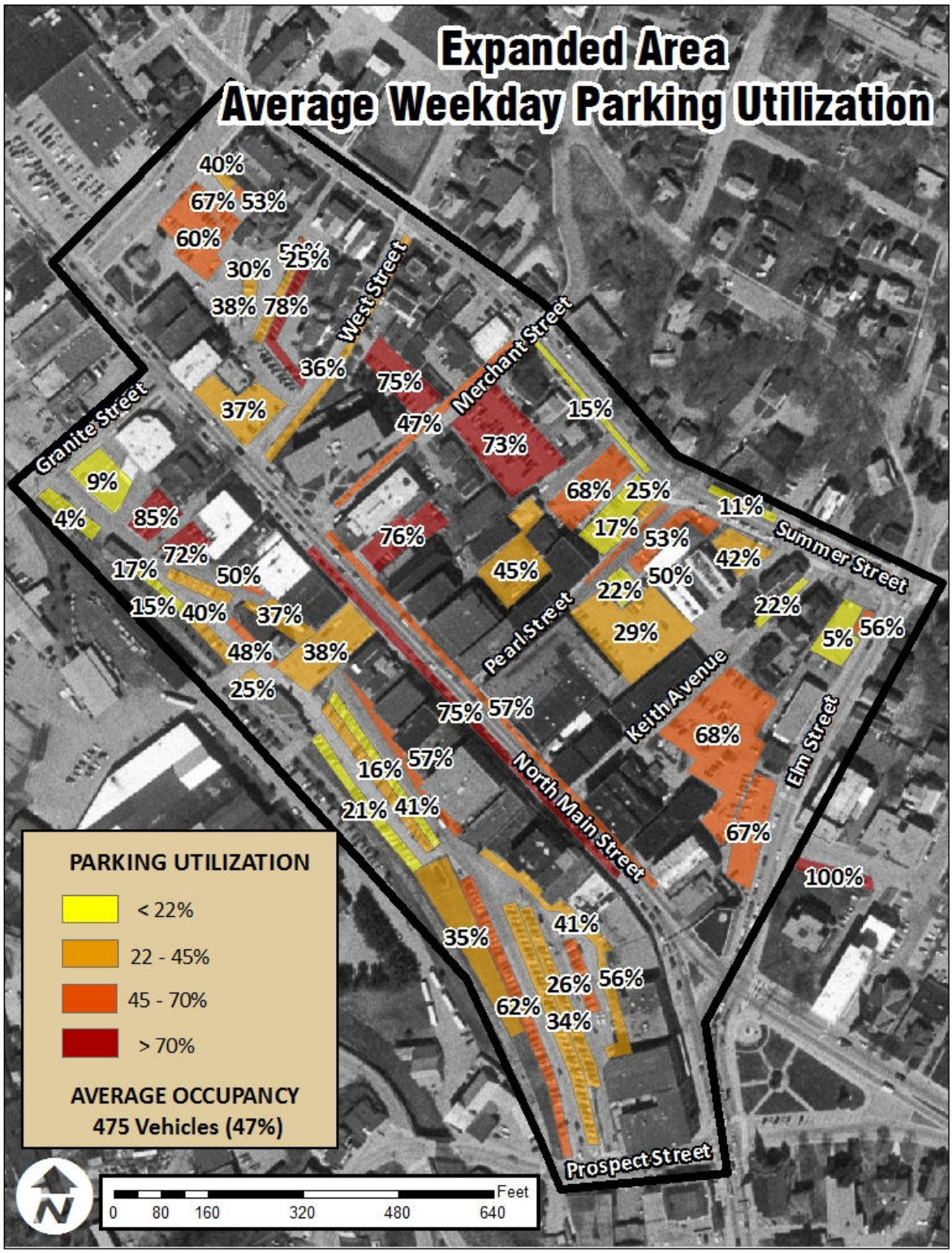
Figure 9 represents the parking facilities in the broader region by type and capacity. Similarly to the smaller study area, the most prominent category of parking is privately owned or used..

Figure 9: Expanded Area Total Parking Spaces and Capacity



Shown below in Figure 10 is the average occupancy for each facility during the observation period in the larger study area. This area has an average occupancy of 47%. With an objective utilization of 85%, this is even more so below the goal and can be explored for improvements.

Figure 10: Expanded Area Average Weekday Parking Utilization



Summarized in Figure 11 are important data from the larger region of study in the Downtown area. The supply is the number of spaces of that parking type in the area, along with the percentage of the supply that that type makes up. The occupancy is the average number of vehicles that were observed in each type of facility during the count period.

Figure 11: Parking Supply and Occupancy for Expanded Area

Parking Type	Total Supply #/%	Average Occupancy #/%
Private	397/39%	186/47%
Public	348/34%	146/42%
Permit	269/27%	113/42%

Appendix C: Downtown Parking Alternatives

To: Mike Miller, AICP
Director of Planning and Zoning

From: Carolyn Radisch
ORW Landscape Architects and Planners

Date: January 26, 2012

RE: Downtown Parking Capacity Schematic Alternatives

INTRODUCTION

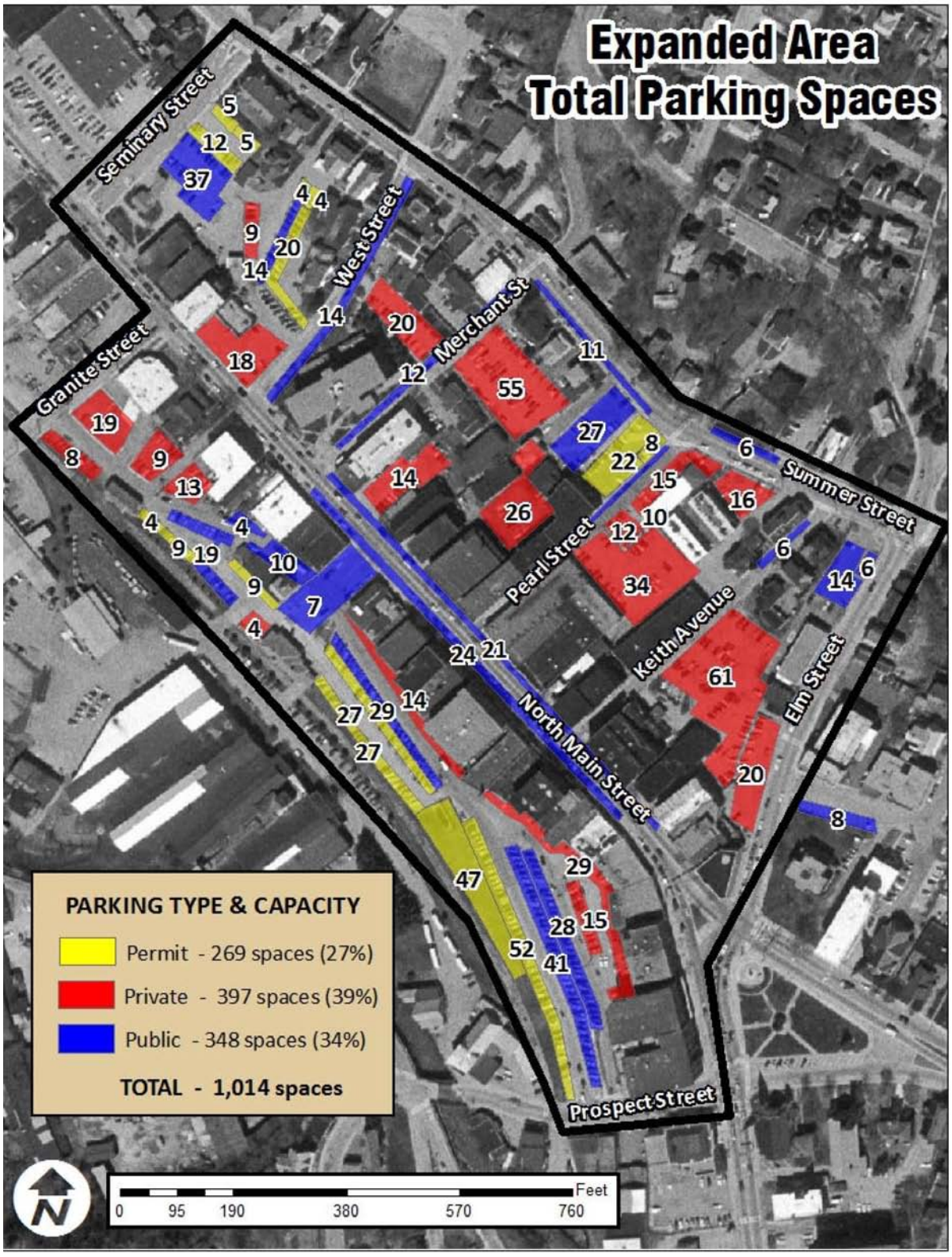
With the proposed development of City Place for new employment and retail uses, as well as the renovation of other underutilized properties in Barre's North Main Street downtown district, there will be demand for additional parking in the downtown. This memo reviews the existing parking supply in the downtown and provides an assessment of future parking capacity with the addition or reconfiguration of surface parking lots, decks and a garage.

OVERVIEW OF EXISTING DOWNTOWN PARKING FACILITIES

The parking supply in downtown Barre is comprised of a combination of public and privately owned lots and on-street parking spaces. A downtown parking inventory and parking utilization study was undertaken by Resource Systems Group, Inc. for the Merchants Row and North Main to Summer Street Master Plans. The following description of the existing parking and utilization summarizes the pertinent information from that study.

As shown in Figure 1, there are 1,014 parking spaces in the downtown area (the area including both sides of North Main Street, Granite / Seminary Streets to the north and Elm / Prospect Streets to the south), including 611 spaces in public (City of Barre) lots, 397 spaces on privately owned parcels that typically are available only to employees or customers of a particular business, and 180 on-street spaces on North Main, Summer, Pearl, Merchant, and West Streets (Note: on-street spaces on Elm and Summer Street were removed to accommodate traffic flows for the 'Big Dig' on Main Street at the time of this inventory. These spaces will be replaced after the completion of the Main Street project and will add approximately 25 on-street spaces into the supply). Spaces in public lots may be either open for general use or controlled by a permit issued to specific users for a fee. There are 269 permit spaces within the City of Barre lots. In summary:

FIGURE 1: PARKING INVENTORY AND TYPE



Source: Resource System Group, August 2011

- Public Lots
  - Metered/Open: 254 spaces
  - Permit: 269 spaces
  - On-street : 94 spaces
- Private Lots 397 spaces
- TOTAL 1,014 spaces

WEEKDAY PARKING UTILIZATION

The utilization of the downtown parking during the weekday was assessed in June 2011 for the North of Main to Summer Street area, and in October 2009 for the Merchants Row / Enterprise Alley area. Parking occupancy counts were manually collected at three times during the day, specifically, 9 AM, 12 PM, and 4 PM. Weekday counts are of particular concern because that is when spaces are used by office workers. Occupancy rates at or close to 100 percent are generally considered undesirable as motorists must hunt for parking, can become frustrated and are tempted to park illegally. In addition, at 100 percent, there is not an adequate allowance for special events. A system will operate most efficiently when it is no more than 85 to 95 percent full, depending on the type of parking. The goal for higher turnover on-street or short term spaces should be 85% (for a typical weekday) while the target for longer-term employee or off-street parking can be higher, in the range of 90%. Ideally the parking supply is managed and priced to maintain these occupancy rates.

The average parking occupancy within the downtown study area is 47%. In general, utilization is highest during the noon hour, at 55%.

Table1: Parking Occupancy by Time of Day

Time Period	Spaces Occupied	% Occupied
9:00 AM	422	43%
12:00 PM	538	55%
4:00 PM	422	43%

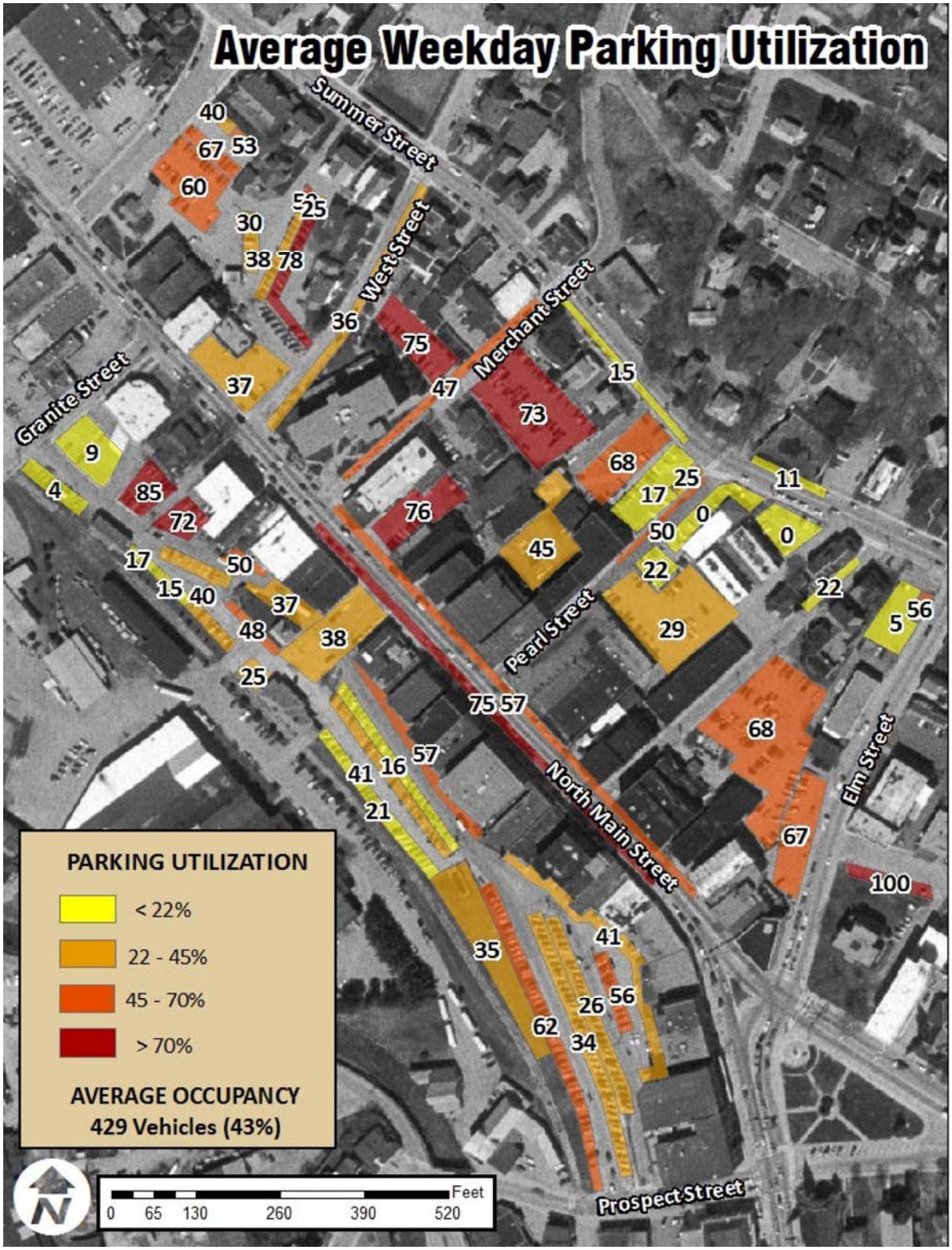
Source: Resource Systems Group, August 2011

The average weekday occupancy of various parking lots in the downtown is shown in Figure 2. There is excess capacity in Merchants Row and within various private lots in the North of Main Street area. Overall, the parking occupancy by type parking control type is similar on average, as shown in Table 2, however, a review of Figure 2 reveals that some permit spaces have a low utilization during the weekday (these are likely residential spaces that must be available for residents at any time) is offset by employee permit spaces (which would have lower utilization during evenings and weekends).

Table 2: Parking Occupancy by Parking Type

Parking Type	Total Supply	Average Occupancy #/%
Private	397	186/47%
Public	348	146/42%
Permit	269	113/42%

FIGURE 2: AVERAGE WEEKDAY PARKING UTILIZATION



Source: Resource System Group, August 2011

Estimate of Available Parking Capacity in Public Lots

For the municipal parking lots in the downtown (excluding the on-street spaces) the available parking capacity is estimated to be 157 spaces at weekday peak, assuming that a target occupancy of 85% is maintained in the retail district. There are 523 City of Barre municipal parking spaces in off-street lots; at a peak weekday occupancy of 55%, there is an unused capacity of 30% of the spaces, or 157 spaces. In addition, the State of Vermont lots have unused weekday capacity of approximately 20% or 15 spaces (employee parking lots have a higher assumed target occupancy of 95%).

Alternatives for Expanding Downtown Parking Capacity

While there is some parking capacity in Merchants Row and within various public and private lots, with the anticipated growth of new employees in the downtown represented by City Place as well as the renovation of various underutilized properties in the downtown, additions and management of the parking supply will be required. There are several options to expand the downtown parking supply, as discussed below.

There are a couple of considerations regarding these plans:

- These are schematic plans developed to produce an estimate of parking capacity and, as such, should be considered as approximate estimates of parking yield for planning purposes. Actual yields of parking spaces will vary as more detailed designs are developed.
- All parking plans assumed parking on surface or above ground. Due to hydrologic conditions in the area, no assumptions were made regarding parking below grade.

Table 3: Summary of Downtown Parking Supply Expansion Alternatives

Location	Parking Space Gain (Net New Spaces)
Metro Way / Williams Lane	
Surface Lot	128
Garage	79 per level
Subtotal Lot + 1 Level	*207*
Keith Avenue	
Lease Spaces	20
Reconfigure Parking	68
Parking Deck	154
Subtotal Reconfigure + Deck	*222*
Pearl Street Lot	
Deck	43
Reconfigure Parking	40
West and Seminary Street	
Reconfigure Parking	29
Barre Civic Auditorium	
Existing Parking Spaces	125

METRO WAY / WILLIAMS LANE

Accommodating parking in the Metro Way area represents one opportunity to provide a large number of parking spaces within a short walk of the downtown center of gravity at North Main Street and Depot Square. This parking could be accessed via Granite Street and Depot Square/Williams Lane.

A surface lot at this location would accommodate ***128 spaces***. A parking structure at this location would accommodate ***79 spaces per level***. Both of these options are shown in Figures 3 and 4.

FIGURE 3: METRO WAY / WILLIAMS LANE SURFACE PARKING

FIGURE 4: METRO WAY / WILLIAMS LANE PARKING STRUCTURE

Parking at this location would require an attractive pedestrian connection to Depot Square, including a walkway, landscaping and lighting so that parkers feel good about walking to Main Street from this location which is convenient, but in an industrial area. Parking at this location would likely also require on-site stormwater management, which can be attractively accommodated on this site as shown in the attached diagram.

KEITH AVENUE

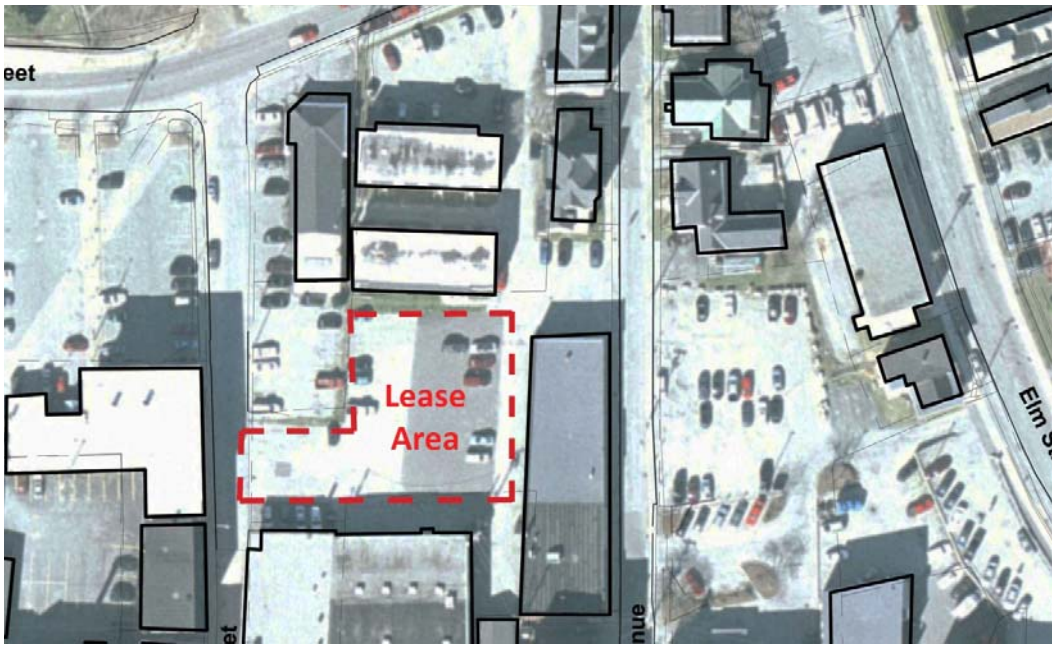
This option considers three options:

1. Lease of existing spaces
2. An improved layout of parking behind the Main Street buildings in the center of the block; and
3. A deck over these parking spaces

Existing Parking Spaces: Currently there are 127 spaces in privately owned lots between Pearl and Elm Streets. These spaces range from 22% utilized to 68% utilized.

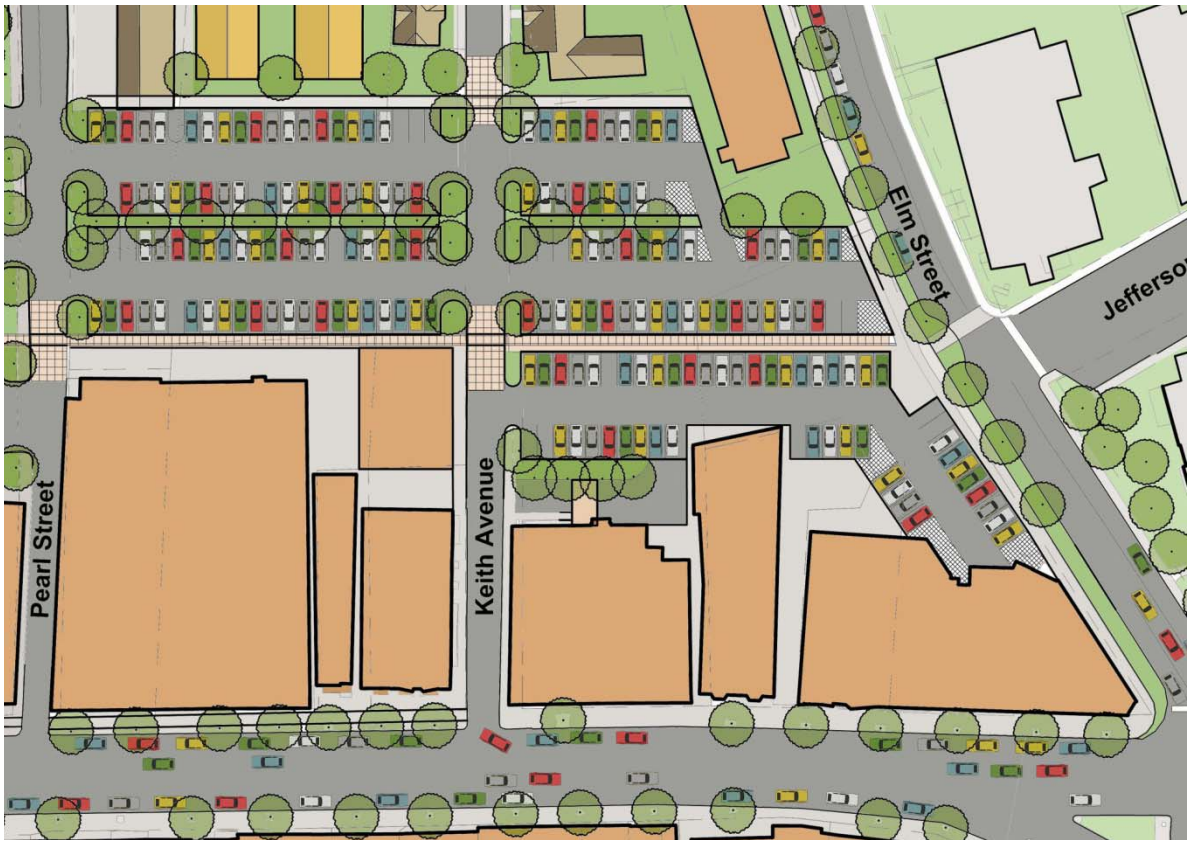
Lease Spaces: In the short term, Barre may be able to lease some spaces that are currently underutilized. We estimate this could add ***20 spaces*** to the supply. See Figure 5.

FIGURE 5: KEITH AVENUE LEASED SPACES



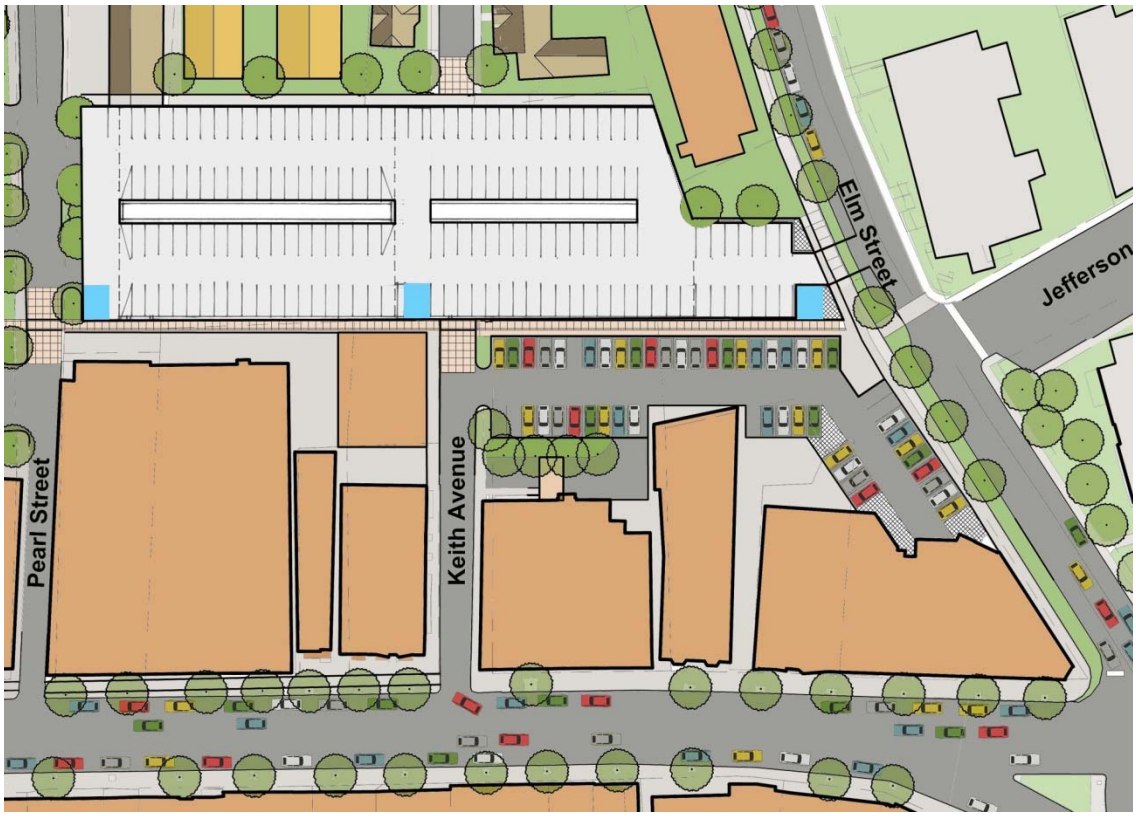
Reconfigured Parking Lots: With the reconfiguration of underutilized lots and the Merchants Bank and North Main Street Associates lots, an estimated 195 spaces could be accommodated, an increase of ***68 spaces.*** This configuration of parking includes many benefits in addition to more parking: the drive through at Merchant Bank is maintained, parking lots are safer, more visible to motorists as well as pedestrians. A continuous walkway from Elm Street through the parking areas to Pearl Street and City Place makes this configuration easily navigated for the first-time user as well as those familiar with the area. This also provides more parking near the Aldrich Library and Elks Club, both facilities that could use more parking at certain times. See Figure 6.

FIGURE 6: KEITH AVENUE PARKING LOT RECONFIGURATION



Deck over Reconfigured Lots: A deck over the reconfigured lots from Elm Street to Pearl Street would add ***154 spaces***. This deck would take advantage of the change in grade between Elm Street and Keith Avenue by meeting Elm Street at grade and extending across the parking areas. It is assumed in this configuration that the deck is accessed only at Elm Street, and the lower level (surface parking below) is accessed via Pearl Street and Keith Avenue. See Figure 7.

FIGURE 7: KEITH AVENUE DECK

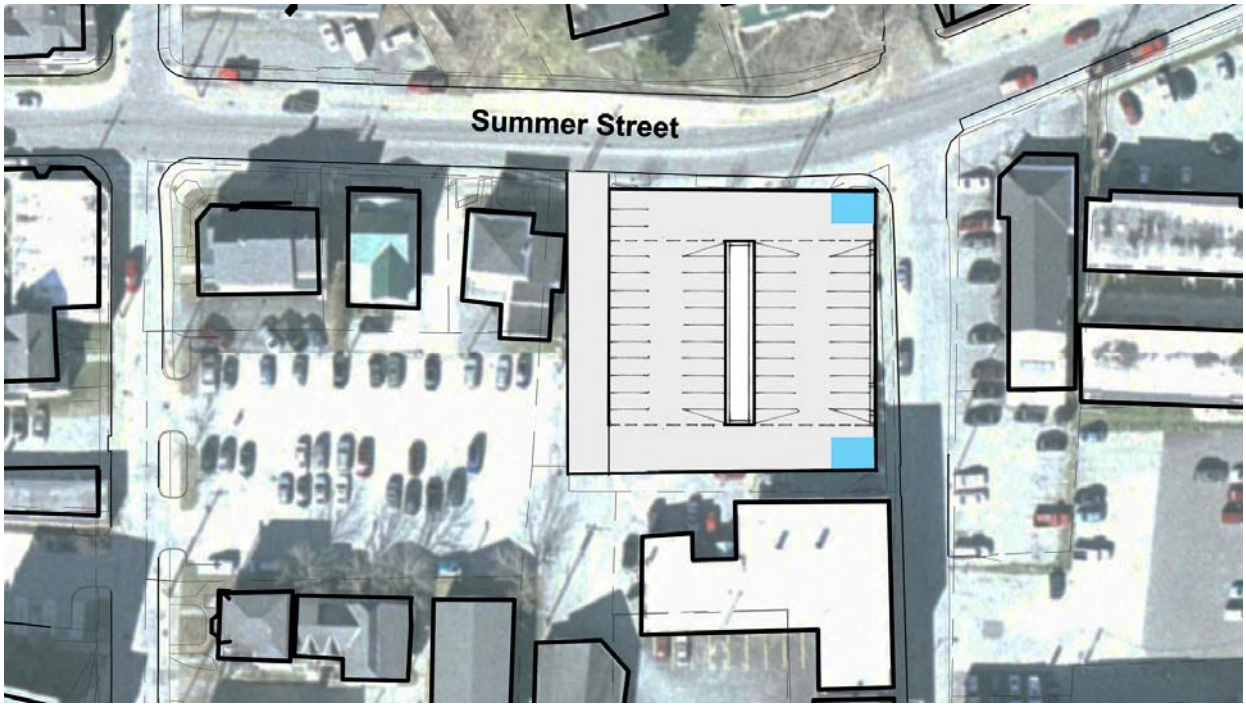


PEARL STREET / VERMONT COURTHOUSE LOT

Existing Parking Spaces: There are 112 spaces on these lots; 55 are within the State of Vermont lot and 57 spaces are within the City of Barre Pearl Street lot. This State of Vermont lot is right behind City Place and will need to be relocated for City Place to work. In the short term swapping this lot with the Pearl Street lot is one solution; in the long term these spaces can be picked up in any number of reconfigured downtown lots.

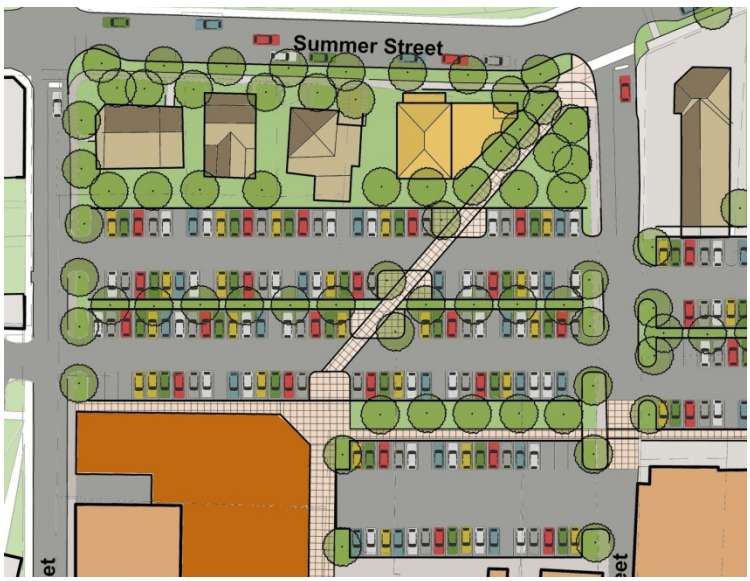
Deck over Pearl Street Lot: A deck over the Pearl Street lot would yield ***43 spaces***. One consideration with this option relates to the underground stream beneath the Pearl Street lot. The deck would need to be designed and configured to avoid structural piles on the stream and it would need to remain accessible to trucks and equipment for maintenance. See Figure 8.

FIGURE 8: PEARL STREET DECK



Reconfiguration of Parking: With the redevelopment of this block with City Place, the parking lots should be reconfigured to better accommodate new parking demand, user-friendly parking and a more attractive downtown. Reconfiguration of the parking will yield 150 to 155 spaces depending on how loading at City Place is handled. This represents an increase of ***38 to 43 spaces***. As a note, this option allows for the construction of new housing on Summer Street as well as a green space and pedestrian walkway in addition to new parking. See Figure 9.

FIGURE 9: PEARL / STATE LOT RECONFIGURATION



West and Seminary Street Lots

The City of Barre owns two public lots between West and Seminary Streets that accommodate 97 parking spaces. These two lots are bisected by a private lot which limits the efficiency of the parking layout.

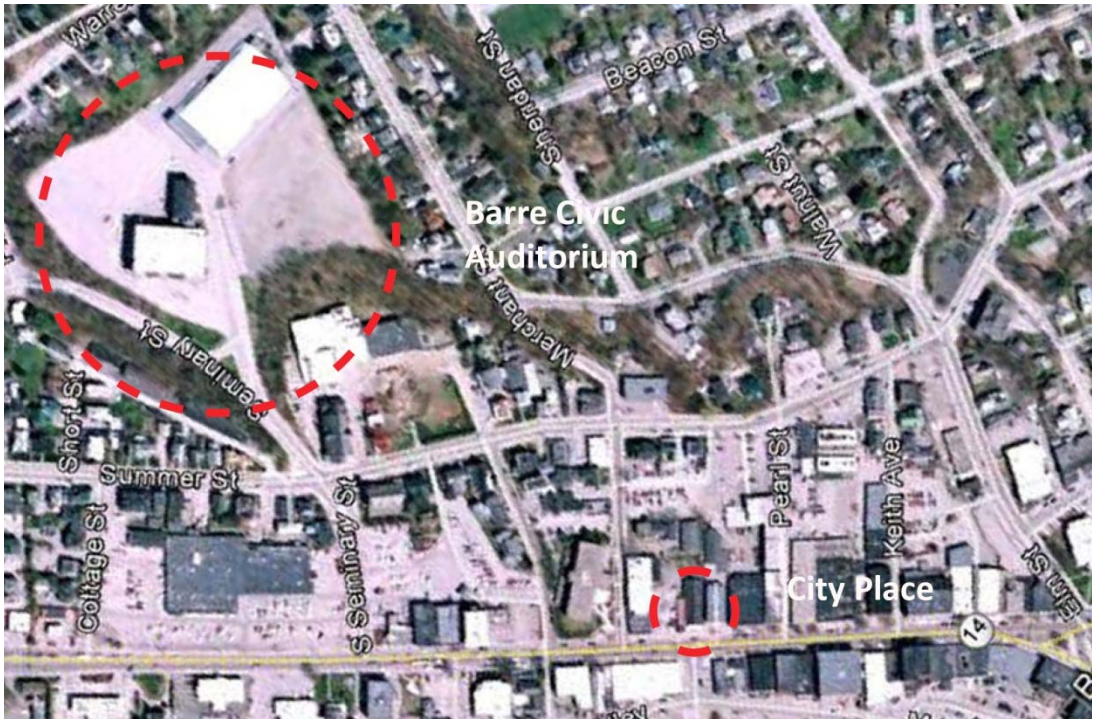
Reconfiguration of Parking. With cooperation between property owners, the parking on these lots could be reconfigured to provide more parking spaces while still accommodating the drive through parking facilities at the Northfield Savings and Key Banks on this block. A reconfiguration of the parking on this lot would yield 126 spaces, an increase of ***29 spaces***. See Figure 10.

Figure 10: West Seminary Lot Reconfiguration

Barre Civic Auditorium

Existing Parking Spaces. The Barre Civic Auditorium off of Seminary Street is another parking resource for the downtown. There are approximately ***125 parking spaces*** at this location that would be available for weekday use. See Figure 11.

FIGURE 11: BARRE CIVIC AUDITORIUM PARKING



CONCLUSIONS

All of these options provide for a significant expansion of the parking supply in downtown Barre; some options can be developed in the short term, others are longer term in nature.

In addition to the expansion of supply, Barre should manage its parking supply for maximum benefit. Some management approaches include the following:

Shared Parking: A pool of public parking that is shared between complementary users would hold many benefits, not the least of which is the most effective use of the resource and return on a significant investment. Parking that is used by employees during the day should be managed to be available for evening users (e.g., Barre Opera House, restaurants, Paramount Theater) and retail shops on the weekend. Public parking can achieve this optimal sharing of parking and reduce the overall parking demand for parking spaces in the downtown.

'Smart' Parking Allocation: A number of spaces can be allocated to a group of users; spaces should not be reserved for individual use as this is a very inefficient use of a valuable (and expensive) resource. As a rule of thumb 100, employees can typically share 60 – 80 parking spaces without it being a problem as on any given day employees are working off-site, sick, on vacation, etc. In addition, a parking supply that is managed through parking, enforcement and demand management to maintain the 85% to 95% percent utilization has a 'cushion' to accommodate the special events.

Short term (2-hour) parking spaces should be maintained along the street and closest to the buildings for retail users. Longer-term employee parking can be located further away – again a rule of thumb is that employees can be expected to walk up to 1,200 feet between their parking space and office.

Demand Management:

Pricing: Parking should be fairly priced to manage the supply, keep a healthy turnover rate and encourage the use of alternative modes of transportation (discussed below).

Enforcement: Enforcement will be needed to ensure that the parking supply is effectively utilized.

Alternative Modes of Transportation: Downtown Barre is a transit, bike and pedestrian friendly location. Barre should encourage employees to use alternative modes through incentives such as:

- ***Bicycling***. Providing bike parking, including covered bike parking associated with new developments; new development should include showers and changing area for employees (given the proximity of the Barre Multi-Use path, bicycling is a particularly attractive option in this location).
- ***Transit***. Given the cost of providing parking, larger employers can offer to 'cash out' parking by covering the cost of transit passes for employees rather than paying the permit or lease cost for parking spaces. This works particularly well if parking is 'unbundled' from the office space lease and employers pay to lease a specific number of parking spaces separate from their office space lease. Providing a guaranteed ride home program also helps employees make the switch to riding transit, knowing that if they must stay late at work, or leave early to get a sick child, a ride home is guaranteed.
- ***Walking***. Downtown Barre is surrounded by attractive neighborhoods within a short walking distance of downtown. Barre should work to ensure that pedestrian routes and street crossings are attractive and safe in order to encourage walking.
- ***Carpooling***. Given the increasing cost of fuel, carpooling is a commute option that is experiencing increased popularity. With new social media and relatively simple technology, there are emerging programs and 'apps' that provide carpool matching services. Preferential parking for carpools should be accommodated in downtown parking for employees to encourage carpooling.
- ***Shared Vehicles***. The City should explore options to work with employers to accommodate a shared vehicle program (e.g., ZipCar) that provides an incentive for employees and residents of Barre to rely less on driving.