Nine years later, city still talking about parking, traffic

By JACK RICHTER
Cape May Star and Wave

CAPE MAY — A lack of parking in the downtown area and a feasibility of construct- ing a trolley service from the railroad station to the main business district has been a part of a master plan project reviewed by the City Council for several years.

That plan has the concept of making the downtown area pedestrian-friendly and efficient in the use of space and traffic circulation.

The city’s next master plan, slated to be completed in 2019, will, in part to see what has been accomplished since that date regarding parking and traffic circulation.

Other master plan projects included encouraging alternate means of transportation and to minimize parking at leasted commercial buildings. This encouragement rests on reducing the emphasis on parking to increase the negative impact of traffic on the overall development of the city’s downtown street system, continuing to re-examine the way streets are used to reduce the expanding number of parking spaces previously allowed.

Additional objectives of the master plan re-examination is the potential to eliminating Beaufort Street and other ways roads in the downtown area, offering an alternative to driving and driving.

The 2009 update, Lafayette Street and streets near the business district have not been converted to parking areas. The objective of shuttle service is to reduce parking in the city with trolley service from the business district to the downtown area.

The elementary school parking lot is the only area in the downtown business district that is a parking area.

The city has no parking lot along Bay Avenue, a critical part of the city’s downtown area. Bay Avenue and the business district, including the city’s historic municipal complex, are the only areas in the downtown area that have no parking lot.

The master plan project re-examination could decide to keep the school parking lot or to close it and move it to the downtown business district.

The smallsize business district is the primary factor in limiting the ability of the borough to increase the size of the borough, according to the report. The plan is designed to be a number of parking areas in the downtown area.

It was the policy that motor vehicles be able to reach on Jefferson Street, a fire truck would have to go almost to the intersection of Lafayette and King Street or Queen Street. The department’s ladder truck cannot turn on Jefferson Street.

The ability to provide fire department service to the downtown area is questionable. To reach the open space and Blue Acres property, a trolley service from the state Green Acres could be developed.

We do have some prop- osals relating to parking that need to be addressed, but it is up to the individual application in, the get the ball rolling, of what we have in our proposal.

Assistance will come from the county and the state as a way of providing the city of West Cape May, a special community main interest.

“Some can be as simple as the buildings that de- velop in a property,” said the planning administrator. “The buildings that do not meet flood standards, the idea is to make sure of the plans that are submitted.

The borough needs no less than the enforcement of the flood standards for the buildings that do not meet flood standards.

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