



2023

Circulation Plan Element



ADOPTED: NOVEMBER 6, 2023

Wildwood City, Cape May County, New Jersey

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2023 Circulation Plan Element

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Adopted by the Wildwood City Planning Board on November 6, 2023

Prepared for the Wildwood City Planning Board by

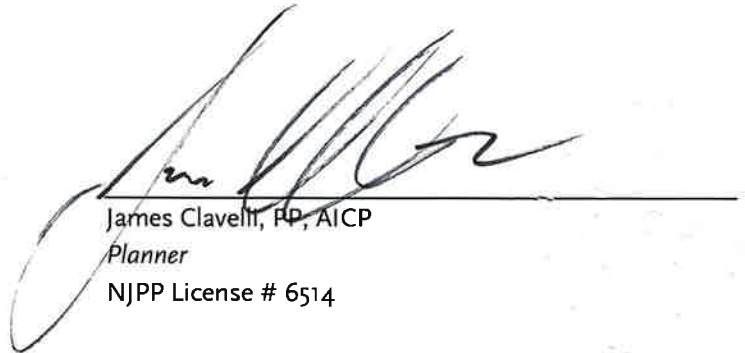
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1 INTRODUCTION

This document comprises a Circulation Plan Element of the Wildwood City Master Plan.

The municipal master plan is a document, adopted by the Planning Board, which sets forth the policies for the physical development and redevelopment of a municipality as envisioned by its stakeholders. As functions of a municipality's use of space and resources, circulation and mobility form an element of the master plan intended to guide the decisions made by public officials. Through its various elements, the master plan sets out a vision for the community in the coming years.

A circulation plan element is an optional component of a master plan and involves an assessment of transportation conditions, resources, and strategies designed to improve the movement of people and goods throughout the City. The following summary of prior and ongoing relevant planning efforts sets up the context for this plan.

Circulation Element

A circulation plan element showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations conditions and availability of existing and proposed transportation facilities, including air, water, road and rail.

--- NJSA 40:55D-28b(4)

Past Planning Efforts

Comprehensive Master Plan Update (2007)

The prior update to the City's Master Plan was adopted in 2007. The Plan included a Circulation Plan Element which described general conditions of transportation facilities and services in the City and provided recommendations for improvements. The 2007 Plan and subsequent reexaminations form the basis for this Circulation Plan Element.

Wildwood Complete Streets Resolution (2013)

"Complete Streets" is a national movement with the goal to design all streets to enable safe use by all users, ages, and abilities. In 2013, the City of Wildwood adopted an unnumbered resolution formalizing its local Complete Streets policy to provide for implementation in all new construction and reconstruction of City rights-of-way accommodations for pedestrians, bicyclists, public transit ridership, with special priority given to bicyclists and pedestrians. The principles of the City's Complete Streets resolution are carried forward throughout the Circulation Plan Element of the Master Plan and will continue to apply to all applicable capital improvement roadway projects.

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General Reexamination of the 2007 Comprehensive Master Plan Update (2017)

The 2017 General Reexamination Report provided supplemental and revised information to the 2007 Comprehensive Master Plan, including updated data, changes in local and state policies, and planned or completed infrastructure projects. At the request of the New Jersey Department of Environmental Protection (NJDEP) to accommodate “Vertical Development,” the City provided details related to its emergency and disaster response, storm and flooding response, and evacuation planning in its updated Master Plan. These topics were included in the 2017 Reexamination and have been carried forward and revised accordingly in this Circulation Plan Element.

Ocean Avenue Lane Configuration Traffic Study (2021)

In 2021, the City commissioned a feasibility analysis for a “road diet” of Ocean Avenue to determine whether the roadway should be reduced from four travel lanes to three lanes to promote safety and efficiency. The study included an inventory of existing roadway conditions, traffic analyses, and proposed potential alternative designs. The study ultimately resulted in the restriping of Ocean Avenue to accommodate one 12-foot northbound travel lane, one 14-foot northbound travel lane, and one 12-foot southbound travel lane.

Regional Transportation Plan 2050: Moving South Jersey Forward (2021)

The South Jersey Transportation Planning Organization (SJTPPO) is the federally designated Metropolitan Planning Organization (MPO) for the counties of Atlantic, Cape May, Cumberland, and Salem. SJTPPO adopted its most recent regional transportation plan in 2021 titled *RTP 2050: Moving South Jersey Forward*. The RTP is intended to address the region’s long-term transportation needs and ultimately inform the spending of approximately \$5 billion in federal transportation funds in the next 30 years on local, county, and state transportation projects. In addition to regional analysis and population projections, the RTP provides a comprehensive inventory of mobility planning efforts and resources throughout the region, which may be useful funding sources for the City of Wildwood.

Master Plan Reexamination and Land Use Plan Element (2022)

The 2022 Master Plan Reexamination Report and Land Use Plan Element reaffirmed, revised, and expanded all goals and objectives of the City’s Master Plan. The goals and objectives of this Circulation Plan Element respond to the findings of the Reexamination and shall be coordinated with the goals and recommendations of other elements of the Master Plan.

Circulation Plan Element

Boardwalk Reconstruction Project

Since the 1920s, the substructure of the boardwalk has been composed of concrete that has begun to show signs of significant disrepair in recent decades. In 2007, the City initiated the first phase of a five-phase project to reconstruct the boardwalk. Improvements included widening the decking in certain locations to improve pedestrian flow, replacing concrete structural components with pressure-treated and laminated timber, removing the concrete tram paths, rebuilding access ramps to street level, and reconstructing the deck surface with hardwood to minimize maintenance and maximize longevity. Reconstruction of the boardwalk is expected to be implemented over several years and consist of five phases, of which the scope will be adjusted as State and County funding becomes available. Current cost estimates are approximately \$1.3 million per city block.

The current project timeline is:

- Phase 1: Oak Ave to Maple Ave (Completed in 2022)
- Phase 2: Maple Ave to 26th Ave (Completed in 2023)
- Phase 3: Cedear Ave to Atlantic Ave (Scheduled to be completed May 2024)
- Phase 4: Schellenger Ave to Burk Ave (TBD, anticipated in 2025)
- Phase 5: Burk Ave to Cresse Ave (TBD)

Road Improvement Capital Plan

The City continues to undertake improvements to its rights-of-way via elevation of roadways, utility improvement projects, and related projects. Development approvals for projects affecting the City's rights-of-way may require reconstruction of the streets fronting the development, installation of new traffic signals, or other off-tract improvements. Additionally, much of the City's rights-of-way have been repaved through the "storm hardening" project undertaken by South Jersey Gas. Other recent improvements in the capital improvement pipeline include:

- Phase 1A road reconstruction, including water and sewer upgrades from Hildreth to Hand Aves west of Park Boulevard, completed in 2022;
- Phase 2A road reconstruction, including water and sewer upgrades from Taylor Avenue to Burke Avenue west of Park Boulevard.
- Phase 3A road reconstruction from Montgomery Avenue to Roberts Avenue west of Park Boulevard;
- Elevation of Rio Grande Avenue, lane widening, and streetscape improvements from the NJ Route-47 to Susquehanna Avenue;
- Pacific Avenue road reconstruction and storm sewer upgrades from Cresse to Schellenger Ave; and

Circulation Plan Element

2 CIRCULATION PLAN

This Circulation Plan Element replaces all previous versions. Organized by topic, this plan identifies the City's circulation goals and objectives, describes general conditions, and recommends strategies to achieve the City's goals. Each topical section of this plan includes a general description of existing conditions followed by recommendations for improvement.

Goals and Objectives

- CR 1 *Wildwood recognizes that its street system is inadequate to accommodate the traffic generated by its tourist economy.*
- CR 2 *Develop a comprehensive Citywide (and island-wide) system of pathfinder signage designed to guide visitors to various points of interest and/or commonly visited areas (i.e. parking areas, hotel-motel districts, Pacific Avenue Entertainment District, beach and Boardwalk, Convention Center, City Hall, Fire Stations, etc.).*
- CR 3 *Review the feasibility of increasing the number of one-way paired streets in the City in an effort to reduce congestion on current two-way streets and optimize use of roadway space for parking, bicycle lanes, and other priorities.*
- CR 4 *Wildwood recognizes that its street system will be severely tested should evacuation during a serious weather event or manmade disaster.*
- (1) *Objective: Maintain and update the Emergency Management Plan to accommodate changes in the City's development patterns and related impacts to its circulation system in order to facilitate evacuation, provide protection from storms and minimize potential damage to citizens and property.*
- (2) *Objective: Coordinate with State, County and Task Force efforts to enhance evacuation capabilities.*
- (3) *Objective: Evaluate the "storm-proofing" of high-rise developments and the philosophy of "sheltering in place" depending on degree of predicted storm intensities as a means to mitigating mass evacuation.*
- (4) *Objective: Incorporate coastal hazard mitigation planning into land use planning and building designs approval process. The City's Emergency Operations Plan shall be reviewed when new construction is approved. All new construction should be incorporated and inventoried into evacuation planning before the Certificate of Occupancy are issued. In addition, the City should review its construction standards to ensure that they exceed those of the National Flood Insurance Program (regarding flooding and wind damage) and implement a municipal program to do follow-up inspections of all existing buildings to ensure that there is proper anchoring & flood-proofing of these properties.*

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- CR 5 *Wildwood recognizes that the Boardwalk, while seldom thought of as transportation route, serves as a primary north/south circulation corridor, facilitating pedestrian and bicycle movement through the City (and neighboring North Wildwood).*
- CR 6 *Maximize the use of the Boardwalk as a means of circulation for the Island's tourist, seasonal and permanent population. Encourage pedestrian and bicycle use and increased use of the existing tram-car operation as opposed to private automobiles on the City's street system.*
- CR 7 *Expand the Tram-car service or institute a parallel service to alleviate reliance on the private automobile. Create off-Boardwalk routes as a means of Island-wide mass transit.*
- CR 8 *Develop a mechanism for discounted Tram-car rates for City residents, Boardwalk employees, visitors and other targeted groups to encourage ridership.*
- CR 9 *Wildwood recognizes that its inventory of parking spaces is inadequate to satisfy the demand generated by its tourist economy.*
- CR 10 *Develop a comprehensive strategy to address parking issues in Wildwood, specifically as relates to the Hotel-Motel district, the tourist district and the Convention Center.*
- CR 11 *Continue to utilize government-owned land in strategic sections of the City, including surface lots between the Convention Center and Rio Grande Avenue and the City-owned lot on Cedar Avenue, for public parking. Explore the feasibility of developing one (1) or more structured parking garages on these lands.*
- CR 12 *Evaluate the feasibility of establishing a municipal Parking Authority or Parking Utility for operation of centralized parking structures.*
- CR 13 *Wildwood recognizes that its aging utility infrastructure is in general need of repair and may not be adequate to service the development required to revitalize the City.*
- CR 14 *Prepare a 6-year capital improvement plan constituent with N.J.S.A. 40:55D-29 & 30 to include subsurface utilities under the control of the City.*
- CR 15 *In addition to any municipal program of capital improvements, institute regulations providing for developers to undertake such infrastructure improvements as may be deemed necessary by the appropriate City Agencies³⁴ to facilitate their project(s), including, but not limited to, requiring developers to replace the effected downstream sanitary sewer(s) as part of their development costs or contribute "their fair share" to the future replacement as more and more of the existing carrying capacity is consumed by the future development.*

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- CR 16 *Institute regulations providing for developers to reconstruct pavements, sidewalks, curbs and gutters surrounding their facilities and to resurface all adjacent roadways to the centerline of the street as part of the project.*
- CR 17 *Evaluate upgrades to the storm drainage system(s) in the City as appropriate. Evaluate tidal flooding problems and maintain, repair and replace stormwater facilities upon deterioration. Inspect bulkheading throughout the City and repair or replace as necessary.*
- CR 18 *Work with private utility providers to insure adequate and appropriate upgrades to the City's infrastructure systems, including, but not limited to, finalizing planned improvements to the water distribution system as relates to fire protection throughout the City (domestic upgrades for individual high-rise development will be the responsibility of the individual developers).*
- CR 19 *The City recognizes Sea-Level Rise and the environmental factors that lead to the formation of policies addressing the problems of rising tide & sea levels.*



Circulation Plan Element

Vehicle Circulation

Traffic circulation in Wildwood is facilitated by a street grid network comprising rights-of-way of various purposes, jurisdictions, classifications. The street grid network is generally composed of east-west avenues spanning the width of Five Mile Beach and north-south avenues running the length of the barrier island. While the City's rights-of-way provide excess capacity for permanent residents during the off-season, the sharp increase in beach traffic during the summer months adds congestion to the roadway network.

East-West Circulation

East-west traffic circulation is facilitated by 28 rights-of-way, running generally perpendicular to Five Mile Beach. Except for Rio Grande Avenue, most of these streets convey local traffic via one or two travel lanes and support on-street parking on one or both sides of the street. Several of these east-west streets function as one-way pairs, forming loops in the circulation system to manage traffic congestion and demand for on-street parking. Most intersections have STOP sign controls but for heavier volume intersections which are signalized.

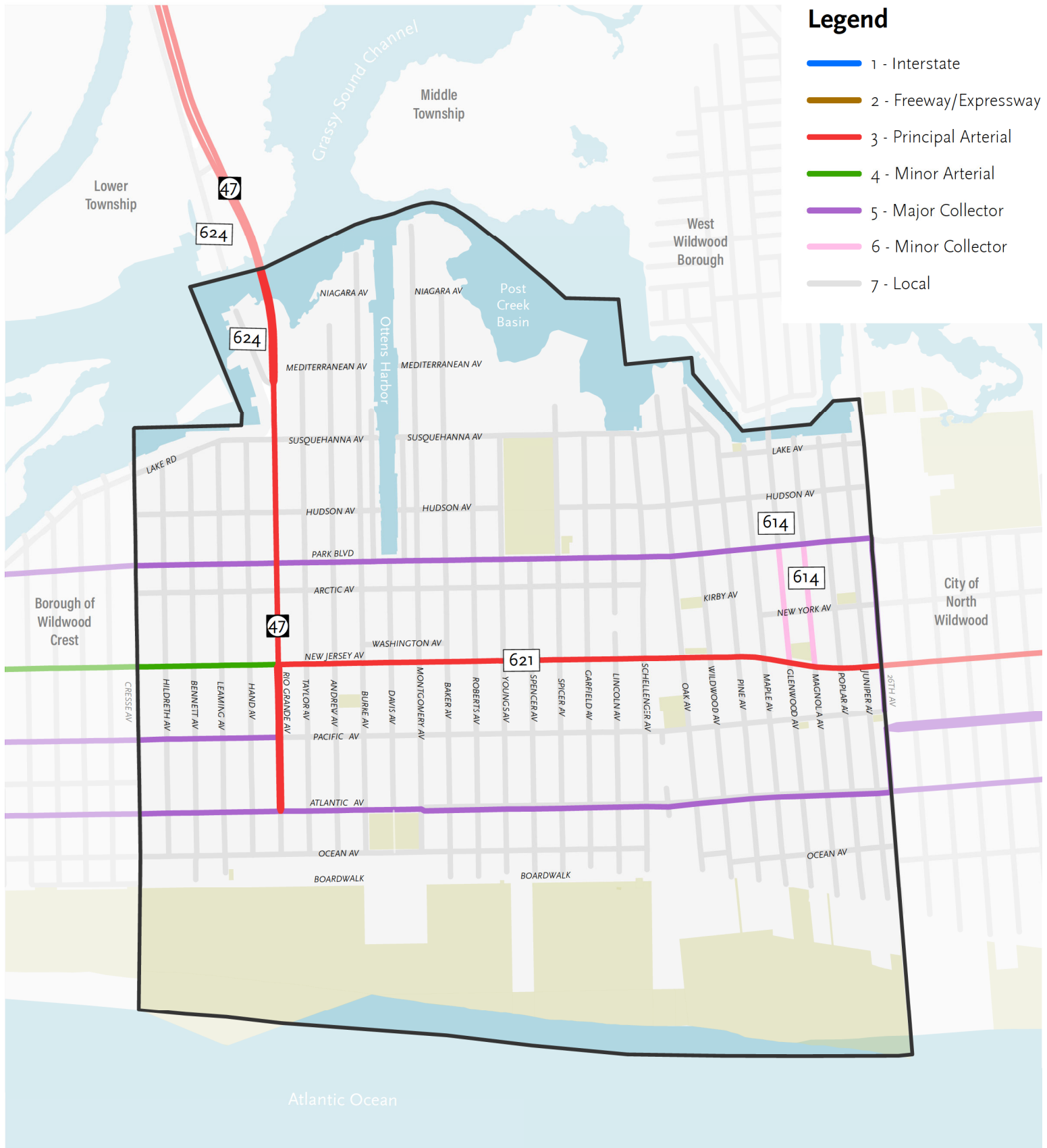
North-South Circulation

North-south circulation is facilitated by eight rights-of-way serving both local and island-wide traffic flow. New Jersey Avenue (County Route 621) is Wildwood's primary north-south roadway running through the City, serving bus, truck, and passenger vehicle traffic. Park Boulevard, Atlantic Avenue, and Ocean Avenue are the City's secondary main north-south roads, primarily serving local through-traffic and access to City assets and attractions. All other north-south streets – Niagara, Mediterranean, Susquehanna, Lake, Hudson, Arctic – comprise local streets ranging in length from 100 feet to less than one mile.

Functional Classification of Roadways

In cooperation with the Federal Highway Administration (FHWA), the New Jersey Department of Transportation (NJDOT) classifies all roads in the state according to their functional characteristics and access controls. Per the Functional Classification Map for Cape May County, the roadway network in Wildwood is comprised of principal arterials, minor arterials, major collectors, minor collectors, and local roads.¹

¹ Functional Classification Map, Cape May County. Revised 2017.
www.state.nj.us/transportation/refdata/roadway/fcmaps.shtml



Clarke Caton Hintz

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Architecture

Planning

Landscape Architecture

CIRCULATION PLAN ELEMENT

Functional Classification of Roadways

LOCATION:
City of Wildwood, Cape May County, NJ

DATE:
May 2023

Sources:

Parcel Data
NJOGIS (2022)

New Jersey Roadway Network
NJDOT (2022)

Functional Classification Map, Cape May County
NJDOT (2010, Revised 2017)

Principal Arterials

Principal arterials are roadways that serve major activity centers, high-traffic corridors, longer trips, and direct access to adjacent property and roadways. As a coastal resort city requiring each of these functions, Wildwood has two principal arterials: NJ Route-47 (Rio Grande Avenue) and New Jersey Avenue (County Route 621). Running west from Atlantic Avenue, Route-47 connects the City to the Garden State Parkway on the mainland in Middle Township. Running north-south, New Jersey Avenue forms a principal arterial from Rio Grande Avenue to North Wildwood, facilitating access to the NJ Route 147 bridge. Together, these roadways distribute the greatest traffic volume within the City and throughout the island.

Minor Arterials

Minor arterials are similar to principal arterials but distribute traffic to smaller geographic areas, serve trips of moderate length, and provide greater access to adjacent property without penetrating neighborhoods. New Jersey Avenue transitions from a principal arterial to a minor arterial at Rio Grande Avenue, running south through Wildwood Crest until NJ Route-109 in Lower Township.

Major Collectors

Major collectors provide land access and traffic circulation in high density areas, penetrate residential neighborhoods, distribute traffic between arterials and local roads, and typically have higher speeds and more signalized intersections than minor collectors. Major collectors in Wildwood include Park Boulevard, Atlantic Avenue, 26th Avenue, and Pacific Avenue as it runs south of Rio Grande Avenue into Wildwood Crest. These roadways generally run north-south and have significantly more capacity than local roads to distribute traffic to cross-streets up and down the beach.

Minor Collectors

Minor collectors service property access and traffic circulation in lower density residential and commercial areas, penetrate residential neighborhoods only for short distances, and distribute traffic between local roads and arterials. Compared to major collectors, minor collectors also typically operate at lower speeds and with fewer signalized intersections. Minor collectors in Wildwood include a two-block segment of West Glenwood Avenue and West Magnolia Avenue, which together form a loop around Glenwood Avenue Elementary School.

Local Roads

Local roads provide the most direct access to adjacent land, provide access to higher classification roadways, and carry minimal through-traffic. These roads make up the majority of the City's street grid, facilitating access to all developed properties that are not located on roadways designed for through-traffic.

Statewide Truck Access Routes

NJAC 16:32 "Truck Access" establishes rules for truck routes throughout New Jersey's roadway network. The rules, readopted as recently as November 2022 and administered by NJDOT, define a network and hierarchy of roadway standards for 102-inch-wide trucks and double-trailer truck combinations in addition to rules for truck operations, permitted routes, length requirements, width restrictions, and access to terminals and other facilities throughout the state.

The rules define the roadway hierarchy into three levels: (1) the National Network; (2) the New Jersey Access Network; and (3) all other unrestricted local roadways. The New Jersey Access Network generally includes all state highways, state expressways, and county routes. As listed in Appendices of NJAC 16:32 and shown on the corresponding Large Trucks Map published by NJDOT,² the rules explicitly exclude all of these routes in the Wildwoods to the extent that the City is not part of the state or national trucking network as established by NJDOT. However, the City does permit and regulate truck routes under the authority of other statutes.

Wildwood's Truck Routes

Pursuant to NJ Revised Statute §40:67-16.1, the City prohibits trucks weighing in excess of four tons on all roadways except for streets listed in the Municipal Code and identified by posted Truck Route signs. As noted in §6A-14 Schedule XIV, Wildwood's truck routes include (1) the entire length of New Jersey Avenue; (2) Pacific Avenue from Spencer Avenue to Maple Avenue; and (3) Rio Grande Avenue from NJ Route-47 to New Jersey Avenue (County Route 621). These truck routes are clearly marked with signs and permit truck throughway access to the rest of the island.

Bridges

Wildwood has two bridges within City limits: the George Redding Bridge and the Glenwood Avenue Bridge. The George Redding Bridge is a state-operated drawbridge that spans the Intracoastal Waterway via NJ Route-47 and forms the most direct connection between the City and the mainland (Lower Township). The Glenwood Avenue Bridge is a

² Large Truck Map, NJDOT. www.state.nj.us/transportation/freight/trucking/pdf/largetruckmap.pdf

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fixed-span county bridge spanning the Wildwood Canal and connecting the City to the Borough of West Wildwood via West Glenwood Avenue (County Route 614).

Traffic Capacity and Management

The City's roadways generally have sufficient capacity for the off-season, permanent population of 5,113.³ However, significant strain is added to the roadway network in the summer months and weekends, when the City's population expands by nearly 1,300% to an estimated 67,258.⁴ As a result, the City finds some of its transportation infrastructure overbuilt nearly half the year, and inadequate during peak summer use. As was previously recommended in prior plans, the City should conduct a Traffic Management Plan to ensure that its rights-of-way are efficiently allocated, maintained, and otherwise sufficient for the conveyance of regular traffic in addition to evacuation scenarios.

Annual Average Daily Traffic (AADT)

The New Jersey Department of Transportation (NJDOT) collects traffic data from over 6,000 traffic counting stations located along all Interstate, US-, State, and County Routes throughout New Jersey and makes traffic count data available for public view through the New Jersey Traffic Monitoring System (NJTMS).⁵ Six 48-hour Volume Count stations and two 7-day Volume Count stations within Wildwood in addition to several stations located outside City limits that inform traffic estimates. Using these traffic counts, the agency computes Annual Average Daily Traffic (AADT) estimates that are adjusted to account for various factors including day of week, season, and vehicle axles. NJDOT modifies and applies these adjustment factors by region when computing AADT values. Wildwood is located in Region 4, which is characterized by traffic flows to the Jersey Shore and the resulting peak demand during the summer and summer weekends.

Recent AADT estimates are summarized in Table 1.0. Traffic counts in Wildwood generally indicate that traffic is most prominent on Rio Grande Avenue, New Jersey Avenue, and Park Boulevard, which are the City's through-streets and provide the greatest number of travel lanes.

³ 2021 American Community Survey, 5-Year Estimates, United States Census Bureau.

⁴ "Post Covid Tourism Recovery." Cape May County Department of Tourism, 2022.

⁵ www.state.nj.us/transportation/refdata/roadway/traffic.shtml

Table 1.o: Annual Average Daily Traffic (AADT) Estimates in Wildwood ¹		
Road	Station Location	AADT (Year)
Rio Grande Ave (NJ Route-47)	Between New Jersey Avenue & Arctic Avenue	6,506 (2016) 10,291 (2019)
New Jersey Avenue (County Route 621)	Between Taylor Ave & Andrews Ave	6,083 (2016) 6,253 (2019)
New Jersey Avenue (County Route 621)	Between Wildwood Ave & Pine Ave	9,255 (2015) 4,620 (2018)
Atlantic Avenue	Between E Garfield Ave & E Lincoln Ave	2,193 (2019)
Schellenger Avenue	Between Park Boulevard & New Jersey Avenue	857 (2019)
Oak Avenue	Between Park Boulevard & New Jersey Avenue	524 (2019)
Park Boulevard	At Park Boulevard & Maple Avenue	5,347 (2019)
Glenwood Avenue (County Route 614)	Between New York Avenue & New Jersey Avenue	533 (2016) 519 (2019)
¹ NJDOT, NJ Traffic Monitoring System		

Commuting Characteristics

Commuting characteristics are summarized in Table 2.o. According to estimates from the American Community Survey, 60% of Wildwood residents drive alone to work, which is 18% less than the County and somewhat less than the State. Perhaps unsurprisingly, 15% of residents in Wildwood walk to work, which is more than 400% higher than the County and 600% higher than the State. This finding is likely due to the City's urban center status and walkable street grid. Use of "Other Means" of transportation, such as bikes and scooters, is also significantly higher in Wildwood than the County and State average. The City should continue to promote modal shift to transit and non-vehicular means of transportation per the recommendations of this Circulation Plan Element and other elements of the City's Master Plan.

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Table 2.o: Means of Transportation to Work (Workers 16 Years and Over) ¹			
Transportation Mode	Wildwood	Cape May County	New Jersey
Drove Alone	60.0%	77.8%	67.3%
Carpool	6.8%	8.4%	7.6%
Public Transportation	4.6%	1.4%	9.8%
Walked	15.3%	3.5%	2.6%
Other Means	7.7%	3.0%	2.1%
Worked at Home	5.7%	5.9%	10.6%
TOTAL	100.0%	100.0%	100.0%
¹ 2021 ACS 5-Year Estimates (DP03)			

Traffic Management Recommendations

- 1.o Coordination** of traffic management goals with other recommendations of the Master Plan is recommended including those related to bicycle and pedestrian improvements, transit use, parking requirements, and land use development.
- 2.o Modal Shift** can be described as the personal choice to substitute one form of transportation for another, such as opting to ride a bicycle over driving a car. It is recommended that the City focus on modal shift for local and regional trips to reduce Vehicle Miles Travelled (VMT) and the amount of roadway space used by single-occupancy vehicles or parking. This approach should be considered in addition to, or in lieu of, Level of Service roadway analyses, which ultimately tend to induce demand for driving and more driving infrastructure.
- 3.o On-Demand, Ride-Share, and Taxi Services:** In addition to conventional taxis, on-demand and ride-share services such as Uber, Lyft, Zipcar, Citibikes, and Bird scooters have become increasingly viable and widely used modes of transportation throughout the country. In Wildwood, these services can help optimize the use of the island's limited parking supply, rights-of-way, and buildable land by providing shared transportation facilities with more flexibility than designated transit routes. It is recommended that the City remain aware of potential impacts and opportunities of these services and explore ways to promote their use such as establishing designated pick-up/drop-off areas, ride-share stations, and permitting

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such facilities in multi-unit projects to satisfy or waive portions of off-street parking requirements.

4.o Island-Wide Traffic Study: Previous plans recommended traffic studies with broader analysis than those typically performed as part of a development application, recognizing that traffic conditions are unlikely to improve without collaboration with North Wildwood and Wildwood Crest. It is recommended that the City pursue a joint effort with its neighbors in addition to county, state, or regional agencies to optimize the island's traffic system for year-round traffic, peak summer traffic, and evacuation scenario planning.

5.o Curbside Management: It is recommended that the City consider curbside management strategies to optimize the use of right-of-way. Such strategies may include dedicated spaces for deliveries on a per-block basis, incorporating package delivery rooms into multi-family development, and pickup/drop-off spaces for rideshares and local transit.

Parking

Parking facilities take various forms throughout the City and require coordination, management, and enforcement to serve the City's needs and maintain a balance with other goals of the City's Master Plan. Due in part to limited space on the island, which was developed before the advent of the personal automobile, as well as significant seasonal traffic, parking supply is at constant friction with other priorities. The following is a general description of parking conditions in Wildwood.

- Much of Wildwood contains free on-street parking, except the east side of Pacific Avenue up to Ocean Avenue, which contains metered parking. Meters can be paid utilizing the ParkMobile phone application or with coins. They are active seven (7) days a week, including holidays, from 8:00 AM – 3:00 AM from May to October (which aligns with the tourist season)⁶.
- Permit parking is available, ranging from \$50 - \$250 for varying levels of parking privileges and duration of permit.
- Wildwood households within Wildwood that do not contain a driveway are permitted one free parking pass.
- While there is free on-street parking on most streets, potential on-street spaces conflict with the proliferation of private driveways and their associated curb cuts. Such spaces have been striped by the City so that it is obvious to visitors that parking is not permitted in these locations.

⁶ www.wildwoodnj.org/post/2022-parking-information

Public parking is available at both municipally owned and privately owned lots. Municipal lots include those shown in Table 3.o. These parking areas are primarily used for public beach and boardwalk access and parking for City Hall. Additional beach parking east of the boardwalk is proposed in the post-dune reconstruction concept plan.⁷

Use	Location	Block	Lot
Beach Parking	Ocean Ave - Bennett to Leaming Ave	26	1
Beach Parking	Ocean Ave - Leaming to Hand Ave	34	2
Beach Parking	Ocean Ave - Hand to Rio Grande Ave	43	1
Beach Parking	Ocean Ave - Rio Grande to Taylor Ave	53	1
Beach Parking	Ocean Ave - Taylor to Andrews Ave	64	1
Beach Parking	Ocean Ave - Andrews to Burk Ave	75	1
Municipal Parking	4500 New Jersey Ave	83	1
Municipal Parking	4300 New Jersey Ave	105.02	1

Electric Vehicle Parking Stations

In 2021, the State enacted a law amending and supplementing the Municipal Land Use Law (C.40:55D-1 et seq.) requiring electric vehicle supply/service equipment (EVSE) and Made-Ready parking spaces to be permitted as accessory uses and required as a portion of off-street parking requirements during site plan review of certain development typologies. There are several existing and planned public electric vehicle parking facilities in the City of Wildwood including Make-Ready spaces at the municipal parking lots on New Jersey Avenue (anticipated for installation by 2024), one space to be installed at the City's Public Works facility, and several quasi-public EV spaces on the lots on Ocean Ave owned by Morey's Pier.

Centralized Parking Plan

Previous circulation plan elements outlined a strategy for centralized parking. This included recommendations for constructing municipally owned, centralized parking structures that are aesthetically attractive. It was recommended that funds for such structures come from the following sources: In-Lieu-Of payments from developers; CAFRA Regional Center funding; New Jersey Infrastructure Bank loans; A municipal parking utility; A municipal parking authority; Public/private partnerships; Transportation

⁷ Site Plan (Post-Dune). Dated January 13, 2023. Prepared by Remington & Vernick Engineers.

Development District designation; Transportation Improvement District designation; Sales tax increases, and; additional State funding sources.

While this plan was formulated as far back as 2007 and reiterated in the 2017 master plan reexamination, no action has been taken on this front as of 2023.

Parking Recommendations

- 1.0 Centralized Parking Plan:** The City should develop a centralized parking plan to mitigate the negative impacts of the increase of automobiles in the City during the tourist season. The goal of such a plan should be to encourage tourists and visitors to park in centralized, structured parking facilities upon entering the City, and limit the number of rides they take in their automobiles prior to leaving the City at the end of their stay. A centralized parking plan should encompass the following:
 - 1.1.** Siting an appropriate location(s) within the City for the development of structured parking.
 - 1.2.** Prepare design standards for such facilities such that they blend in with the urban fabric of the City. Such structures should be “wrapped” with retail or other uses that activate the surrounding streetscape and blend the parking structure into existing neighborhoods. The use of building materials that are compatible with the existing built environment should be prioritized. Where appropriate, the use of public art, decorative fencing, trees, hedges and other decorative elements should be incorporated into the design of parking structures.
 - 1.3.** In concert with other planning goals in the City, the parking plan should limit vehicular trips when visitors are staying in the City, and encourage the use of pedestrian facilities, cycling facilities, public transport and other alternative means of transit while tourists visit Wildwood.
 - 1.4.** Parking structures should limit curb cuts such that they function with the minimum required number of curb cuts. No curb cuts should be located on major thoroughfares, and to the greatest extent possible only be located on side streets. Driveway aprons associated with parking structures should function as crosswalks and prioritize pedestrian safety and circulation.
 - 1.5.** Encourage the creation of golfcart and other low-speed electric vehicle parking areas. Such vehicles are cleaner, quieter, more compact, and safer for pedestrians and cyclists. The City should encourage the use of such vehicles during the tourist season and provide areas where such vehicles can be parked near amenities and attractions.

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- 1.6. The City should explore grants, low-interest loans and pro-rata share contributions from high intensity development as a means of funding such parking structures and facilities.
 - 1.7. The City should continue to explore the creation of a parking authority or parking utility to oversee parking operations, enforcement, and if appropriate, shuttle operations.
 - 1.8. The City should consider parking regulations and accommodations of golf carts and other low-speed vehicles as a means to optimize the use of on-street and off-street parking facilities.
- 2.0 Electric Vehicle Charging:** It is recommended that the City install charging stations near critical facilities and in areas with sufficient flood protections as noted in the Land Use Plan Element and Conservation Plan Element.
- 2.1. Regulation of off-street private facilities and consideration of public on-street vehicle charging facilities should provide assurance that such equipment will not negatively impact circulation via streetscape clutter, sightlines, or cables in public rights-of-way.
 - 2.2. Because nearly all of Wildwood is within a flood hazard area, it is recommended that electric vehicle charging infrastructure be developed to be protected from flood hazards such as siting within structured parking facilities.

Transit

Transit services and facilities in Wildwood provide alternative transportation options and help the City achieve other goals of its Master Plan. In addition to providing vital access for people who do not drive and additional options for those who do, transit use has cumulative effects on urban design, environmental health, and traffic congestion by reducing vehicle miles travelled (VMTs), fossil fuel emissions, parking demand, and the amount of space allocated to personal vehicles. To reap these benefits, coordination of transit facilities and operations will require partnership and coordination with the Greater Wildwood Tourism Development Authority, the New Jersey Sports & Exposition Authority, the City of North Wildwood, the Borough of Wildwood Crest, and the Wildwoods Boardwalk Special Improvement District.

As of April 2023, the following transit resources are available to Wildwood residents and visitors:

Bus Service

Bus service to and from the City consists of five bus routes operated by New Jersey Transit (NJ Transit). Buses 313, 315, and 552 traverse the City in both directions via Rio Grande Avenue and New Jersey Avenue, whereas Bus 319 enters and exits the City via New Jersey Avenue. Bus 316 is the seasonal express line from Philadelphia to Cape May.

All marked bus stops in the City are located along New Jersey Avenue and include the intersections of Roberts Ave, Garfield Ave, Oak Ave, Wildwood Ave, and Glenwood Ave. In addition to on-street bus stops, all NJ Transit bus lines into the City stop at the 7-terminal Wildwood Bus Terminal, operated by NJ Transit and located at 4510 Washington Avenue. As a result, all bus routes are accessible from anywhere in the City via a 15-minute walk.

A summary of each bus line is provided in Table 4.o, although bus routes are likely to change as NJ Transit continues to optimize service throughout the State.

Table 4.o: NJ Transit Bus Service in Wildwood	
Bus Line	Description
313	Cape May – Wildwood – 30 th Street Philadelphia (via NJ Route-47)
315	Cape May – Wildwood – 30 th Street Philadelphia (via Black Horse Pike)
316	Philadelphia – Wildwood – Cape May (Seasonal / Express)
319	New York – Atlantic City – Wildwood – Cape May (Seasonal)
552	Atlantic City – Cape May

Five Mile Beach Trolley Services

Trolley systems were an integral component of transportation in the City of Wildwood for much of its developed history. Beginning in 1902, the Five Mile Beach Electric Railway Company, Inc. operated a privately-owned trolley system servicing Wildwood Crest, Wildwood, and North Wildwood. Originally consisting of rail-operated trolley cars, the company converted its fleet to gas-powered buses and then transitioned again to trackless trolleys styled after traditional Victorian-era transportation systems. Likewise, the Great American Trolley Company, also operated a privately-run trackless trolley system throughout the island including on-demand routes during the off-season.

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These services were shut down in 2020 during the COVID-19 epidemic. As of May 2023, the continued operation of these services remains unknown.

‘Dolly the Trolley’ Shuttle Service

‘Dolly the Trolley’ is a free trolley service operated by the Wildwood Business Improvement District (WBID) providing enhanced access within the City’s downtown district. ‘Dolly’ travels along Atlantic and Pacific Avenues, making several marked stops between Cresse Avenue and 26th Avenue.

Boardwalk ‘Sightseer’ Tram Car

The ‘Sightseer’ Tram Car is a staple Wildwood attraction in operation since 1949 and known for its prerecorded message of “Watch the tram car, please!” In addition to its amusement value, the tram car is a uniquely valuable alternative mode of transportation for visitors of the beach and boardwalk. In the summer months, the electrically operated tram carries passengers between Cresse Avenue at the Wildwood/Wildwood Crest border to 16th Avenue in North Wildwood. For a small fee, passengers can hop on or off the tram car, with request from the driver, anywhere along the boardwalk or take a 30-minute one-way ride from end to end. Since 2004, the tram has been operated by the Wildwoods Boardwalk Special Improvement District Management Corporation.⁸

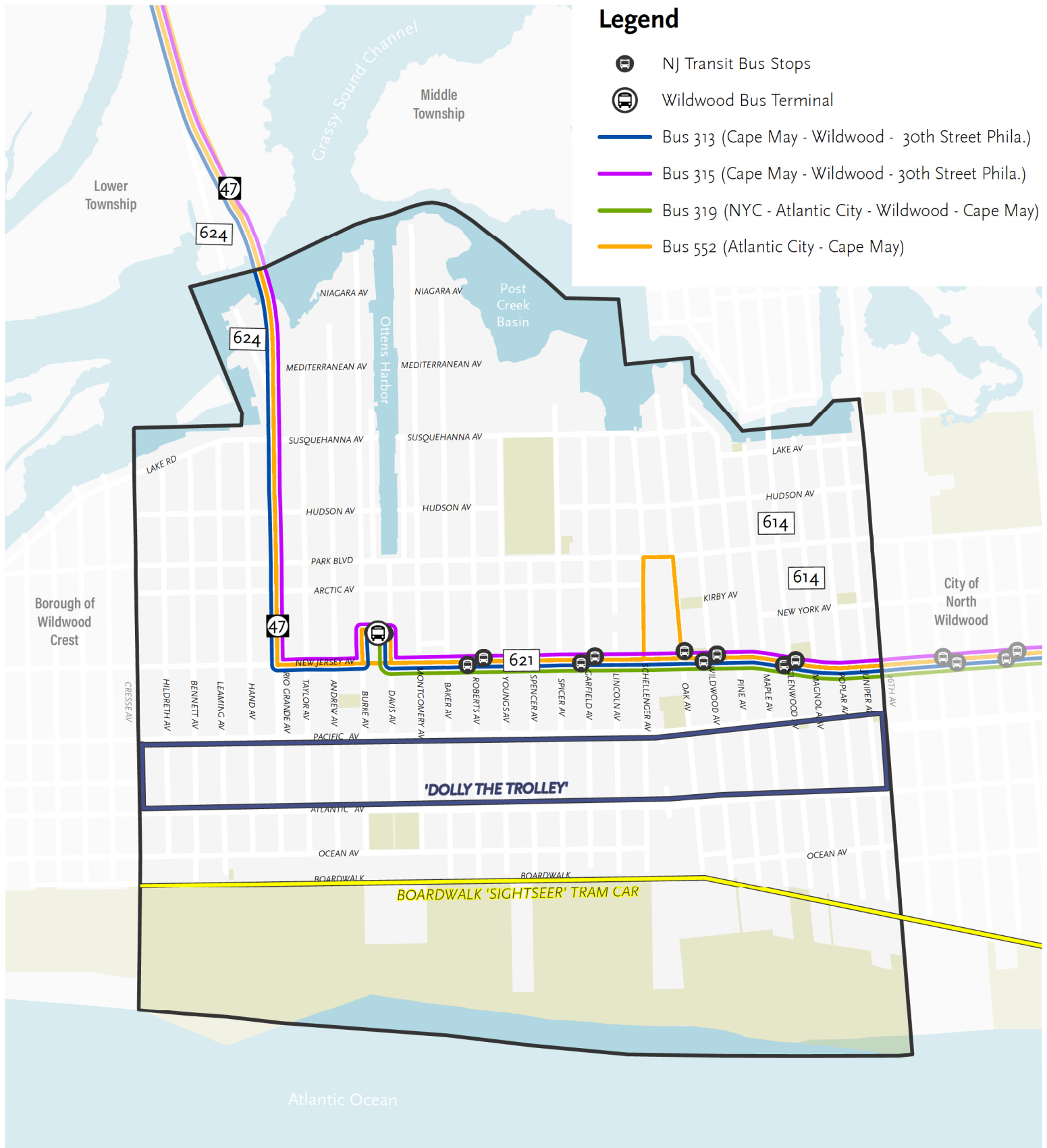
Beach Taxi Service

Since 2014, the City has provided an on-call beach shuttle service operated by the City’s Beach Patrol. The beach taxi service transports visitors via all-terrain vehicle from the Boardwalk to the shoreline of the beach to provide increased accessibility of these assets for a small fee.

Ferry Service

There are no direct ferry services to or from the City of Wildwood. The nearest commercial ferry service is the Cape May – Lewes Ferry, operated by the Delaware River & Bay Authority. The ferry is a 17-mile, 80-minute trip across the mouth of the Delaware Bay, connecting North Cape May (Lower Township) and Lewes, Delaware. Weather permitting, the ferry operates year-round and accommodates multiple passenger types including cars, trucks, buses, bikes, scooters, and foot passengers. The ferry also provides a shuttle service to and from the Cape May Welcome Center. As of May 2023, there is no direct shuttle or bus service from Wildwood to the Cape May Ferry terminal, although a shuttle connection is recommended.

⁸ www.wildwood.com/getting-around-the-island



Legend

-  NJ Transit Bus Stops
-  Wildwood Bus Terminal
- Bus 313 (Cape May - Wildwood - 30th Street Phila.)
- Bus 315 (Cape May - Wildwood - 30th Street Phila.)
- Bus 319 (NYC - Atlantic City - Wildwood - Cape May)
- Bus 552 (Atlantic City - Cape May)



Clarke Caton Hintz



Architecture

Planning

Landscape Architecture

CIRCULATION PLAN ELEMENT

Transit

LOCATION:
City of Wildwood, Cape May County, NJ

DATE:
May 2023

Sources:

Parcel Data
NJGIS (2022)

New Jersey Roadway Network
NJDOT (2022)

Bus Operating Patterns of NJ Transit
NJ Transit(2023)

Bus Stops of NJ Transit by Line
NJ Transit (2023)

Boating

Ottens Harbor, private docks, and marinas along the City's back bay provide marine opportunities for recreational boating and pleasure craft. Ottens Harbor bisects nearly 3,000 feet of the City, running from the bay to a bulkhead west of Park Boulevard and lined with residential boat docks and slips. As noted in the 2007 Plan, the City's commercial fishing fleet has all but vacated Ottens Harbor for other nearby berthing areas, making the harbor a potential docking point for tour excursions, water taxi services and similar modes of water transportation.

Access to waters outside the City is facilitated by the Intracoastal Waterway, which runs between the City and the mainland. The Waterway has a controlled depth of 12 feet for much of its length and is maintained by the US Army Corps of Engineers. The closest navigable inlet with access to the Atlantic Ocean is the Cold Spring Inlet (Cape May Inlet) to the south of the island, which is maintained for ocean vessels and US Coast Guard base operations in Cape May City.

Rail Service

There are no active railroads or rail stations in the City of Wildwood. The nearest passenger railroad station is the Atlantic City Rail Terminal, which provides NJ Transit rail service via the Atlantic City Rail Line to Philadelphia (30th Street Station) as well as several stops in Camden County that provide connections to SEPTA, PATCO, and the NJ Transit RiverLINE.

Aviation

There are no publicly accessible aviation facilities in the City of Wildwood. The only aviation facility within Wildwood is a private heliport operated by the Morey Organization (Morey's Pier) and located on Adventure Pier (4001 Boardwalk). The scheduled service airport nearest the City is Atlantic City International Airport (ACY) in Egg Harbor Township, which provides service to American Airlines and Spirit Airlines. The nearest private and municipal airports include the Cape May Airport (WWD) in Lower Township and the Woodbine Municipal Airport (KOB) in Woodbine Borough.

Transit Recommendations

- 1.0 Improving bicycle and pedestrian access** to existing and proposed transit facilities is recommended through planning and implementation of safe and efficient routes to transit, shuttle connections, sheltered waiting areas, and sufficient bike storage facilities. The City may consider working with NJ Transit on provision of long-term bicycle storage such as bike lockers and sheltered bike racks at

Wildwood Transit Center to incentivize transit use by providing safe, secure, and sheltered bicycle storage for day-trips and commuters.

2.o Electrification of the City's public vehicles and publicly accessible transportation vehicles is recommended to reduce greenhouse gas emissions and reliance on fossil fuels as the City's electrical grid becomes more equipped for widespread deployment of electric vehicle charging equipment.

3.o A shuttle program is recommended to enhance mobility with special focus on east-west access. Stops should include recognizable shuttle stop structures located at resort development locations, the Convention Center, centralized parking structures, and other points of interest. It is further recommended that the City heavily advertise this program and provide incentives such as discounted fares and other services.

4.o Extension of the 'Sightseer' tram car route to low-speed, low-volume areas is recommended with special attention paid to crossings and desirable destinations. In the past, trolley service had been instituted as an off-Boardwalk route as a means of Island-wide mass transit. It is recommended that an evaluation of this service be evaluated and improved as necessary to achieve the goals of the Circulation Plan Element.

Pedestrian Mobility, Accessibility, and Traffic Calming

Wildwood has an extensive network of sidewalks used for both transportation and recreation. Nearly all of the City is accessible by public sidewalks or boardwalk, which facilitates a higher share of walking commutes than the State and County. The City should continue to capitalize on this strength as a means for relieving traffic congestion, boosting the local economy, improving public health outcomes, and enhancing quality of life in the City.

The New Jersey Department of Community Affairs (DCA) Asset Map⁹ has assigned Walkability Index Scores to census block groups throughout the state based on employment data, job density, and the percentage of workers who walk to work. Wildwood has been assigned Walkability Index Scores ranging from 13 to 18 (moderate) in the southwest and northwest to 79 (high) in the back bay and north of the boardwalk, which indicates a strong relationship between the City's walkability and its economy.

Consideration of people with disabilities and the perspectives and realities imposed by the transportation network is a critical component of infrastructure planning which should not be overlooked. In Wildwood, an estimated 18.9% of the population has a disability, which

⁹ NJ Community Asset Map. NJ Department of Community Affairs:
njdca.maps.arcgis.com/apps/webappviewer/index.html?id=96ec274c50a34890b23263f10e4ad9b

Circulation Plan Element

is 8.4% higher than the statewide estimate.¹⁰ Of this population, an estimated 11.5% have an ambulatory disability, or difficulty walking. In acknowledgement of this finding, the City may consider going beyond minimum ADA compliance to ensure that the City is inclusive of all ages, abilities, and backgrounds.

Pedestrian Mobility, Accessibility, and Traffic-Calming Recommendations

- 1.o Vision Zero** is a global initiative with the goal of eliminating all road-related traffic fatalities. It is recommended that the City consider becoming a participating local government through the adoption of a Vision Zero resolution, similar to the Complete Streets program. Participation and establishment of Vision Zero goals may improve the City's eligibility for funding and technical planning assistance from federal, state, regional, and county agencies to study and implement infrastructure safety improvements.
- 2.o "Twenty is Plenty"** is a slogan of Vision Zero that refers to limiting speed limits on designated streets to 20-mph, which increases the survival rate of a pedestrian struck by a vehicle to 90% (versus 50% at 30-mph and 10% at 40-mph). It is recommended that the City consider implementing this initiative for streets primarily serving local traffic access. This recommendation includes recognition that other traffic-calming methods may also be necessary as signage alone may not compel drivers to slow down.
- 3.o Crosswalk Gaps:** Despite the City's walkable street grid, several opportunities exist for additional crosswalks and safety features on high design-speed roads such as Park Boulevard and Atlantic Avenue. These gaps in the pedestrian circulation network limit the safety, ease, and comfort of east-west pedestrian circulation and may incentivize additional trips by vehicle. Implementation of this recommendation will require coordination with NJDOT and Cape May County where such roadway jurisdiction applies.
- 4.o Intersection Daylighting:** The City has a comprehensive system of striped no-parking zones marking nearly all intersections, driveways, and curb cuts in the City. As a long-term solution for maintaining sightlines at intersections, it is recommended that the City consider roadway improvements such as curb-extensions, bump outs, or other intersection "daylighting" features, pending the alignment of capital improvement schedules and available funding. Specifically, intersection right-of-way may be converted to green stormwater infrastructure, planting areas, seating areas, or additional features to yield greater benefits from the City's public spaces.

¹⁰ 2021 American Community Survey 5-Year Estimates

- 5.o **Minimizing Curbcuts** is recommended to maintain a cohesive streetscape of buildings and sidewalk and reduce the frequency and number of vehicles crossing pedestrian walkways. Driveway width and frequency along a block should be reduced to the minimum feasible and may be encouraged to be adapted to more compact vehicles such as bikes, mopeds, golfcarts, or other low-speed, short-trip vehicles.
- 6.o **Minimizing Cartways** is an effective means of traffic-calming that can reduce pedestrian crossing distances at intersections and reduce vehicle speeds to posted speed limits. During roadway improvement planning, it is recommended that the City minimize the width of traffic lanes to the minimum feasible width.
- 7.o **Reducing curb radii** is another effective means of traffic-calming that can limit the speed of a vehicle turning onto a low-speed street and improve the driver's visibility of bicyclists and pedestrians. It is recommended that the City consider reducing the radii of its curbs to the minimum feasible during planned street reconstruction projects.
- 8.o **Going beyond ADA-compliance:** It is recommended that the City continue upgrading its streetscape infrastructure to meet requirements of Americans with Disabilities Act (ADA) and exceed them as much as possible by utilizing best practices and universal design principles. Enhanced accessibility features should be creatively implemented into the City's circulation system through universal design principles that promote inclusivity and use by people of all ages and abilities. Standard ADA features such as curb ramps and other facilities should be sited to maximize safe, accessible, and convenient circulation and coupled with other urban design strategies like bollard-protected flush curbs, high-visibility striping and signage.
- 9.o **Pedestrian-Oriented Intersections:** Recent intersection redesign projects such as Rio Grande Avenue and Pacific Avenue include traffic-calming features that slow vehicle traffic, enhance the pedestrian crossing experience, and advance the City's branding. It is recommended that the City implement roadway paint, textured materials, pavers, cushions, tables, raised crosswalks, and similar traffic-calming features wherever feasible through redevelopment and capital improvement planning.
- 10.o **Safe Routes Programs** provide planning and implementation resources to improve designated bicycle and pedestrian routes to community assets such as schools, parks, transit stops, and downtown districts. It is recommended that the City participate in Safe Routes programs by utilizing resources from the Safe Routes Resource Center at the Voorhees Transportation Center at Rutgers University and Cross County Connection, the region's Transportation

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Management Association (TMA), and other resource centers. Participation may provide increased eligibility for technical assistance and funding sources from federal, regional, state, and county agencies for studies and implementation of infrastructure safety improvements.

- 11.o Walking buses** provide a social, fun, and physical alternative for school-age students and staff and can reduce traffic associated with school busing and parent drop-off. Walking buses can also promote community development, individual social/physical development, and a more activated streetscape. In coordination with provision of a safer and more enjoyable pedestrian infrastructure network, it is recommended that the City consider working with the Board of Education and other stakeholders and regulators on implementation of a walking bus to provide exercise, enjoyment, and independence among school-age children.
- 12.o Developing, maintaining, and adjusting** the Citywide system of pathfinder signage designed to guide visitors to various points of interest and/or commonly visited areas including centralized parking garages and other community assets. Consideration of multi-lingual accommodations is recommended.

Bicycle Circulation

Bicycle use is encouraged in the City of Wildwood and is more common in the City than the County and State according to the commuter characteristics in Table 2.o. However, other than the Wildwoods Bicycle Path, which operates on a time-limited schedule, the City has no dedicated bicycle routes. Recommendations for expansion of the City's bike network as a means of both transportation access and traffic management are included in this Circulation Plan Element. Although further studies related to traffic flow, safety, parking, and right-of-way capacity may be necessary.

Wildwoods Bike Path

The Wildwood boardwalk forms a link in the Wildwoods Bike Path, an intermunicipal bicycle route spanning 3.5 miles of Five Mile Beach. Where the boardwalk meets North Wildwood and Wildwood Crest, the bike route transitions to a two-way, separated bike path along the dunes. However, in order to maintain the safety of various users, cycling on the boardwalk is restricted to specific hours, which limits the functionality of the overall bike network.

To provide unrestricted bike access within Wildwood, the City has identified an interest in constructing a bicycle path similar to its neighbors. Although the previous concept envisioned a curvilinear route along the beach, this option was deemed less feasible due to ongoing dune reconstruction projects. It is recommended that the City continue to pursue this bike route with additional connectors to other parts of the City.



Ocean Avenue Lane Reduction Alternative

A two-way separated cycle track along Ocean Avenue was a proposed alternative option during the lane reduction study conducted in 2021. Ultimately, the preferred (and implemented) alternative was to reallocate the four-lane roadway to accommodate three travel lanes, one of which having a width of 14 feet to accommodate a shared lane, or sharrow, for use by drivers and cyclists. It is recommended that a two-lane cycle track remain a possible alternative in the future, with coordination of land use policy, to provide a robust bicycle network with minimal deviation from the existing Wildwoods Bike Path route at each end of the City.

Bicycle Network Recommendations

- 1.0 **Bicycle and Pedestrian Master Plan Technical Assistance:** Located within NJDOT, the Office of Bicycle, Pedestrian, and Safety Programs (OBPSP) provides the Bicycle and Pedestrian Local Technical Assistance Program to help municipalities develop a comprehensive plan for their bicycle and pedestrian networks. While this Circulation Plan Element provides general strategies, it does not include a safety audit, concept design, or a capital improvement plan, which are outside the scope of this Element. Where necessary to further advance these strategies, it is

Circulation Plan Element

recommended that the City consider applying for technical assistance to comprehensively plan its bicycle network with these components.

2.o Consider Pilot Projects: Technical assistance and funding through programs by NJDOT, SJTPO and Cross County Connection (CCC), may provide a means to test the implementation of transportation pilot projects that are temporary and reversible. This approach may be a considerable option as the City could plan and pre-test a bike route prior to constructing hard infrastructure via “pop-up” bike lanes, temporary barriers, cones, posts, roadway paint, striping, or signage.

3.o Bicycle Storage Improvements: Bicycle parking facilities have been installed in several locations throughout the City and take various forms at City parks, attractions, and transit facilities. Recently installed bike storage facilities consist of blue “wave-style” bike racks as part of the City’s blue-themed branding. It is recommended that the City pursue additional bicycle storage options as a component of public facilities and private development projects. Specifically:

- 3.1. Bicycle parking, including sheltered or indoor bicycle storage, may be incorporated into zoning requirements and redevelopment plan standards for proposed multi-family family development, hospitality uses, and other projects. Bicycle storage facilities could be considered in-lieu of some or all of the off-street parking required of a site plan.
- 3.2. The City should utilize guidelines and resources published by the Association of Pedestrian and Bicycle Professionals (APBP), National Association of City Transportation Officials (NACTO), or other resource centers to implement recommended bicycle storage typologies, arrangements, and siting standards.
- 3.3. It is recommended that the City work with NJ Transit, SJTPO, the WBID, and other entities on provision of sheltered long-term bicycle storage facilities at Wildwood Transit Terminal or other key locations to provide safe and secure bicycle storage for daytrips and commuters.
- 3.4. Consideration of bike accommodations on public transit vehicles is recommended to expand the accessibility of bicycle use on both ends of transit routes and effectively extend bikeable distances on the island and within the region.

4.o Bike buses involve a group of bicyclists such as school-age children, parents, and school staff with a designated route and schedule to school. They can promote community, social development, physical exercise, and a more vibrant streetscape by providing a social, fun, and physical form of transportation. In coordination with provision of a safe bicycle infrastructure network, it is recommended that the City consider working with the Board of Education and other stakeholders and

regulators on implementation of a bike bus to provide exercise, enjoyment, and independence among school-age children and a reduction in traffic generated by school buses or parents.

Emergency Disaster and Evacuation Planning

As a developed barrier island community, Wildwood's emergency disaster planning as it relates to this Circulation Plan Element primarily concerns protection of the City's critical circulation infrastructure as well as evacuation routes to the mainland and other areas of Five Mile Beach.

Emergency management planning is administered through multiple levels of coordination and review in New Jersey. While the New Jersey State Police and NJDOT have the responsibility of planning and coordinating evacuation of the City during all major storms and emergency events, designation of coastal evacuation routes is established by the County of Cape May Office of Emergency Management (OEM). The County OEM also coordinates Emergency Operations Plans (EOPs) prepared by each municipality and prepares a County Emergency Management Plan which must be approved by the State Office of Emergency Management (NJ OEM).

In accordance with state and federal legislative requirements, the County prepares and updates a County Hazard Mitigation Plan to assess the vulnerability of the County and its municipalities to various natural hazards and establish a long-term plan to reduce damage to lives, property, and the economy resulting from these hazards. The Cape May County Hazard Mitigation Plan Update was last updated in 2021. The Hazard Mitigation Plan identifies critical facilities – including transportation facilities such as airports, bridges, and ferries – that are exposed to estimated sea level rise, coastal erosion hazards, and storm-surge inundation.

As a result of Wildwood's location with the FEMA 1% Annual Chance Flood Hazard Area, all critical facilities are susceptible to flooding, sea-level rise, and other climate-related hazards. To help address current flood conditions, Rio Grande Ave (NJ Route-47) has been elevated from the George Redding Bridge to Susquehanna Avenue and pumps have been installed to relieve flooding in low-lying areas. However, the bridge is still vulnerable to sea level rise of +3 feet. Further, gas stations, marinas, and Wildwoods Transit Terminal are also vulnerable, emphasizing island-wide flood protections and evacuation procedures as the primary means of hazard mitigation.

As of 2023, the City's flood protection includes the dune reconstruction project to be completed by the US Army Corps of Engineers and NJDEP and an ordinance establishing updated height requirements for bulkheads with a timeline of compliance. These interventions will improve the resiliency of the City's transportation network to water-related threats and should extend the evacuation period beyond baseline scenarios.

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Evacuation Routes

The County identifies its evacuation routes with blue, circular “Coastal Evacuation Route,” signs posted along designated routes and approaches. These signs are visible in several locations in Wildwood to direct evacuees toward the mainland.

The designated coastal evacuation route out of the City and to the mainland includes the length of New Jersey Avenue (County Route 621) and Rio Grand Avenue (NJ Route-47) to the George Redding Bridge. In addition to NJ Route-47, New Jersey Avenue (County Route 621) continues north and south of the island to provide alternative evacuation routes via NJ Route-147 in North Wildwood and the Middle Thorofare Toll Bridge in Lower Township. While these bridges are secondary to Wildwood’s main evacuation route, it is important to consider that there is still a risk that these facilities could be overburdened or rendered offline during a major storm event.

Several staging areas have also been established for the City in case of evacuation. The primary staging area is the Wildwood Bus Terminal on Washington Avenue, whereas Wildwood High School is the secondary staging area.

Emergency Management and Evacuation Recommendations

- 1.1. **Maintain the Emergency Operations Plan (EOP)** to accommodate changes in circulation, continuing to enhance the goal of providing protection from storms and minimizing potential damage to citizens and property.
- 1.2. **Multi-lingual accommodations** are recommended via resources, signage, and other accommodations throughout the EOP.

APPENDIX A
ADOPTING RESOLUTION

**CITY OF WILDWOOD PLANNING/ZONING
BOARD OF ADJUSTMENT
CAPE MAY COUNTY, NEW JERSEY**

RESOLUTION NO.

WHEREAS, pursuant to the New Jersey Municipal Land Use Law, specifically N.J.S.A. 40:55D-25 and 40:55D-28, Municipal Planning Boards are given exclusive authority to adopt or amend a Municipality's Master Plan, or a component thereof; and

WHEREAS, the City of Wildwood's original Master Plan was adopted in 1971 and same has been periodically reexamined over the years to address evolving development goals and objectives; and

WHEREAS, re-examinations of the City of Wildwood Master Plan were completed in 1987, 1997, 2003, 2004, 2007, and 2018; and

WHEREAS, on October 3, 2022, the City of Wildwood Planning/Zoning Board of Adjustment completed its most recent Master Plan Reexamination and also adopted a Land Use Plan Element, which were prepared by Michael F. Sullivan, ASLA, AICP, dated August 1, 2022, and which outlined and identified the City's current land development objectives and goals, updated the status of the goals and objectives outlined within the 2007 Master Plan and 2017 Master Plan Reexamination Reports, and which set forth recommended revisions to the development regulations, zoning ordinance, and zoning map that would further the City's land development goals and address any significant changes that occurred since the City's Master Plan was last reexamined; and

WHEREAS, in an effort to further refine, clarify, and advance its development goals and objectives, the City of Wildwood Planning/Zoning Board of Adjustment retained the services of Michael F. Sullivan, ASLA, AICP to evaluate and develop a Conservation, Recreation and Open

Space Plan Element, dated June 2023, and a Circulation Plan Element, dated June 2023, to expound upon the goals and objectives set forth within the 2022 Master Plan Reexamination Report; and

WHEREAS, at its October 2, 2023 duly-noticed public meeting, the City of Wildwood Planning/Zoning Board of Adjustment reviewed the proposed Conservation, Recreation and Open Space Plan Element and Circulation Plan Element, received a presentation from Mr. Sullivan, and, after a discussion amongst the members of the Board, found same to be consistent with the City's Master Plan.

NOW THEREFORE, BE IT RESOLVED by the Planning Board of the City of Wildwood, as follows:

1. The aforementioned recitals are incorporated herein by referenced as though same were set forth at length.
2. The Board has reviewed the Conservation, Recreation and Open Space Plan Element, dated June 2023, and a Circulation Plan Element, dated June 2023 and finds that same are consistent with the City's Master Plan.
3. The Board voted unanimously to amend the City's most recent Master Plan to incorporate the Conservation, Recreation and Open Space Plan Element, dated June 2023, and a Circulation Plan Element, dated June 2023, as components of same.
4. If any provision or part of this Resolution shall be deemed invalid, such parts shall be severed and the invalidity thereby shall not affect the remaining provisions of this Resolution.

5. A copy of this resolution shall be forward to the Board of Commissioners of the City of Wildwood and a copy of this resolution shall be available for public inspection in the City Clerk's Office.

BE IT FURTHER RESOLVED that a copy of this Resolution shall be filed with the Office of the Clerk of the City of Wildwood.

MOTION TO APPROVE

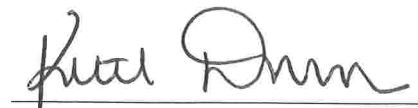
MADE BY: G. Clark
SECONDED BY: R. Gilson

ROLL CALL VOTE

<u>Name</u>	<u>Yes</u>	<u>No</u>	<u>Abstain</u>	<u>Absent</u>
G. Clark	X			
K. Fitzsimons			X	
N. Fluharty			X	
R. Gilson	X			
J. Hesley				X
T. Kieninger	X			
S. Mikulski				X
P. Swetsky	X			
P. Arcuri	X			
C. Sicilia				X
C. Hines				X
K. Fulginiti	X			

DATED: 11/6/23


Todd Kieninger, Board Chairman


Kate Dunn, Board Secretary