



Progress continues at Franklin Street School library

Page A3



House of the week

B1



169th YEAR NO. 27 CAPE MAY, N.J. Serving America's National Historic Landmark City WEDNESDAY, JULY 5, 2023 \$1.00

County expects fed funding for flood mitigation

OEM says towns should prepare to take advantage of the grants

By JACK FICHTER
Cape May Star and Wave

AVALON — An influx of federal funds for flood mitigation projects is on its way and officials want to ensure local municipalities are in the position to take advantage of it.

Cape May County Emergency Management Director Marty Pagliughi said the state Emergency Management Mitigation Unit notified his office in April of the federal grant funds.

“What we want to do is have these municipalities get ready, have the engineering done, a cost benefit analysis done, ready to go to bid, so as soon as that notice of funding is in, we’re going to be working with all 16 municipalities to have their grants specialists or engineers work

through our office and try to get all these projects in first in line,” he said. “We want to get our fair share in Cape May County.”

Pagliughi and the New Jersey Coastal Coalition held a news conference June 27 to announce the release of a flooding study conducted by the U.S. Army Corps of Engineers and the state Department of Environmental Protection on the group’s behalf and the expected release of federal funds for projects.

“This is a roadmap for coastal flooding in the 13 municipalities that participated in this venture by the Corps and the DEP,” Pagliughi said. “It’s very detailed, it’s going to help these municipalities get funding in the future for

See County, Page A2

Author: Raise cost of parking to open the premium spots

By JACK FICHTER
Cape May Star and Wave

CAPE MAY — If parking in the center of town becomes expensive enough, folks may decide to park farther away and use the jitney or other forms of transportation, suggests a writer who threw the book at traffic problems.

Henry Grabar, a staff writer at Slate and author of the book “Paved Paradise: How Parking Explains the World,” frequently writes about housing, transportation and urban policy in stories for the Atlantic, the Guardian and the Wall Street Journal. He also was editor of the book “The Future of Transportation.”

At the request of the Star

and Wave, Grabar turned his attention to Cape May’s lack of parking spaces, a problem this newspaper has been covering for 70 years.

Grabar said a lot of thought and forethought goes into planning roads but that parking traditionally has not been considered until it becomes a problem.

He said studies estimate 10 percent to 30 percent of downtown traffic in congested areas is caused by drivers looking for a parking space.

“There’s a very easy solution to that. If you’ve got metered parking spaces and they’re all full, it means that your parking

See Author, Page A2



Jack Fichter/CAPE MAY STAR AND WAVE

Celebrating Independence Day

Cape May celebrated Independence Day with a parade July 1. Above, the Hegeman String Band struts down the street. Below, the Cape Resorts train transport the Blue Pig mascot.



DRBA presents preliminary design for new ferry vessels

Battery-powered propulsion, smaller size to boost efficiency

By JACK FICHTER
Cape May Star and Wave

NORTH CAPE MAY — Progress is being made on the preliminary design for a new vessel for the Cape May-Lewes Ferry that will be equipped with hybrid propulsion.

A public information session was provided via Zoom on June 27.

John Peterson, of Elliot Bay Design Group, a marine engineering and naval architectural firm, said a master plan for the Delaware River and Bay Au-

thority (DRBA) decided how many vessels would make up its future fleet as well as its size, capacity and power requirements.

John Waterhouse, of Elliot Bay Design, presented conceptual drawings of a new ferry. He said the new design is similar to the current ferries in a number of ways.

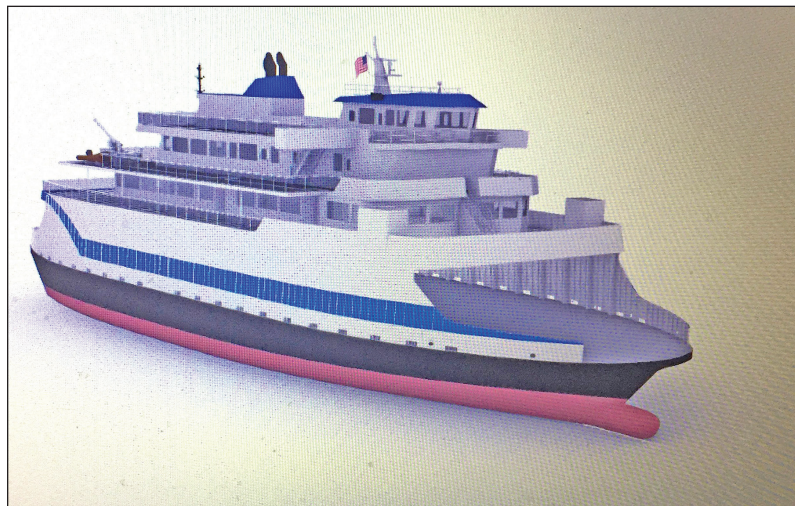
“This vessel is slightly smaller, it has a 75-car capacity nominally compared to the nominal 100-car capacity of the existing boats, but it has a number of features that we think will

make it a great vessel for the operators and for the passengers on the vessel,” he said.

The new ferry would have a battery room for a hybrid propulsion system. Electric propulsion motors would drive fixed-pitch propellers with rudders, Waterhouse said.

“A hybrid electric system, such as we’re proposing for this vessel, has lots of switchgear, lots of cabling, so careful attention has to be paid to how we lay out those spaces and figure

See DRBA, Page A7



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