

# Panel: Move loading zones, valet to other side of Jackson

By JACK FICHTER  
Cape May Star and Wave

CAPE MAY — The city's Parking Advisory Committee recommended to City Council it move parking, loading zones and valet parking on Jackson Street from the east side of the street to the west side of the street from Carpenter's Lane to Beach Avenue.

The narrow, one-way street has two hotels, Carol Villa and the Virginia Hotel, and experiences snarled traffic due to delivery trucks and guests checking into the hotels.

At an Oct. 15 council meeting, Parking Advisory Committee Chairman Robert Lamendola said loading zones are south of the hotels and a couple of bed and breakfast inns. He said metered parking tended to be adjacent to the hotels.

Valet parking would be moved to the west side of the street, Lamendola said, "and then all traffic that would stop would be

on one side of the street."

The committee recommended increasing the volume of loading/unloading space by removing eight metered spaces and converting those spaces to loading zones.

All loading zones would be specifically marked for a limited time — 20 minutes is suggested — with signage to advise that violators would be ticketed and/or towed. The loading zones would be highlighted with color striping to differentiate them from parking and/or no parking areas.

"We met with the owners and managers of the two hotels and restaurants," Lamendola said.

He said the Virginia Hotel agreed to move valet parking to the west side of the street.

"Cars parking to register there would be asked to move to the loading zones with their flashers on, and they'd be permitted to be there, while they registered or a valet could park their car," Lamendola said.

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Committee co-chair Bonnie Cassells said one of the reasons valet parking would move to the west side of Jackson Street is the committee found several state requirements that passengers not be discharged into traffic but to a sidewalk.

Cars on the east side of the street, discharging passengers, blocks traffic on the street and Mid-Atlantic Center for the Arts and Humanities trolleys cannot get down the street, Cassells said.

Two parking spots administered by permits are located on the street toward Beach Avenue, she said.

"We had suggested moving them closer to Beach Avenue, so there could be a larger loading/unloading zone down that end," Cassells said.

The committee also discussed the use of a parking meter kiosk on this street, which would not necessarily be for paid parking but could be used for dis-

pending tickets that could be placed on a dashboard indicating a vehicle is unloading.

"It's unusual for a parking committee to be recommending removing some meters, but this is an unusual situation because the street is so narrow and there is a problem," Lamendola said.

Cassells said the street is also clogged by trash, recycling and repair trucks.

Councilman Zack Mullock questioned having a loading zone near Hot Dog Tommy's since it would take away five metered spaces. Cassells said Hot Dog Tommy's and other nearby shops on Beach Drive receive deliveries.

The smaller loading zones, of which there are five in total, could be used for paid parking after 6 p.m., Cassells said.

Mark Kulkowitz, owner of the Mad Batter Restaurant, said dozens of trucks make deliveries each day on Jackson Street. He said between the Virginia and Carroll Villa hotels, al-

most 40 rooms are located on the block with guests competing for five metered spaces.

The Parking Advisory Committee met three hours prior to its appearance at council's meeting. At that meeting, Lamendola suggested the city's electronic message sign on Lafayette Street direct motorists to the Bank Street parking lot, which will be free of charge as of Nov. 1.

Free parking after 5 p.m. was offered last summer at meters on Beach Avenue, east of Philadelphia Avenue.

Lamendola said City Manager Neil Young was not convinced drivers would use the spaces.

Committee member Robert Elwell said he believed the public would use the spaces in conjunction with the jitney if more signage were in place to inform them of the spaces.

Lamendola said the committee's recommendation for higher parking meter fees in the Washington Street Mall area was de-

signed to move drivers to less expensive parking spaces away from the core of town.

Committee member Jim Testa said the demand for parking in the center of town is so intense that "people will pay any price and we have not hit that point."

The Parking Advisory Committee's expert, Richard Zeghibe, president of Patriot Parking of Philadelphia, advised the committee \$2 an hour at mall area meters was too cheap.

City Council passed a resolution to apply for a state Department of Environmental Protection grant to install an electric car-charging station. Grants available include the "It Pays to Plug In" electric vehicle program and a second program funded by a federal settlement with Volkswagen for emissions violations.

Deputy Mayor Patricia Hendricks said a likely location for a charging station would be the Bank Street parking lot.

## Sheriff, county sue attorney general

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unanimously passed a resolution supporting Nolan's "commitment to upholding public safety in Cape May County" by renewing the 287(g) agreement.

The state initially gave Nolan until Aug. 6 to provide the Attorney General's Office with a copy of the 287(g) agreement, a cost and benefit analysis from the agreement, and an analysis of the impact the agreement would have between law enforcement and the immigrant communities.

Nolan asked for an extension to provide the information, which the state granted.

In an Aug. 16 letter to Allende, Nolan listed the names of five individuals deemed "egregious" by ICE standards who were detected through use of the program

Nolan said the directive puts the public safety at risk by restricting cooperation between this department and federal immigration authorities.

The lawsuit challenges Grewal's authority to preempt the exclusive governance of the federal government with regard to immigration. It challenges the directive's interference with Nolan's voluntary communication and cooperation with federal immigration officials.

"The directive puts the public safety of Cape May County's residents and visitors at risk by selectively restricting the sheriff's communication and cooperation with federal immigration authorities," according to the complaint. "Furthermore, the authority conferred by Congress upon Sheriff Nolan to disclose information to federal immigration authorities is

being eviscerated by the directive."

According to the complaint, the directive would preclude the Cape May County Sheriff's Office (CMCSO) from having access to several services, including:

— Person Centric Query System (PCQS), which permits the CMCSO to search for inmates who are not legally in the country;

— Enforcement Integrated Database (EID)

— EAGLE, which permits the CMCSO to write immigration charges and allows the department to use biometrics to determine a person's identity and immigration status;

— TECS, which permits the CMCSO to perform criminal history searches;

— PALMS, a free service used by ICE and the Department of Homeland Security (DHS) that allows continuous training

and documentation of that training;

— DHS/ICE Computer Systems, which includes access to DHS websites and Outlook, which permits the free flow of information and intel between CMCSO and ICE/DHS;

— FLETC Training at the Federal Law Enforcement Training Center, where officers are trained every 18 months on immigration law, interrogation, human trafficking and how to assist those who have been victims of a crime.

The complaint also challenges the validity of the directive, as it was allegedly issued without due process and impermissibly interferes with a legal contract entered by the Cape May County Sheriff's Office and the DHS.

"The directive is a deliberate effort by (Grewal and the New Jersey Department of Law &

Public Safety) to interfere with an agreement to implement the 287(g) agreement in the Cape May County Correctional Facility. Accordingly, the attorney general has interfered with and obstructed Sheriff Nolan's ability to undertake his sworn oath, despite having neither the authority to issue this directive nor any other directives that obstruct or otherwise conflict with immigration enforcement efforts," the lawsuit states. "Because Sheriff Nolan has taken an oath to support and uphold the United States Constitution and believes the directive to be unconstitutional, he is being forced to choose between violating his oath of office by abiding by the directive or refusing to comply with a directive imposed by the attorney general, which could result in his

expulsion from office."

The complaint was filed by Michael Testa, a Vineland attorney representing Nolan, and Jeffrey Lindsay, the Cape May County counsel.

Testa, of the law firm Testa, Heck, Testa & White P.A., is the Republican candidate for the First Legislative District state Senate seat in the Nov. 5 election.

Cape May County Freeholder Director Gerald Thornton said he stands firmly with Nolan in the lawsuit.

Thornton, an incumbent Republican, is running for re-election in the county freeholder race Nov. 5.

"Since the issues with the Attorney General's Office began, I have pledged my support to Sheriff Nolan," Thornton said. "We plan to take this issue as far as we can legally to ensure that Cape May County residents are protected."

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