



N.J. to receive funds to battle climate change

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House of the Week

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170th YEAR NO. 32 CAPE MAY, N.J. Serving America's National Historic Landmark City WEDNESDAY, AUGUST 7, 2024 \$1.00

County fifth statewide in responding via ARRIVE

Program pairs police, mental health experts

By JACK FICHTER
Cape May Star and Wave

CAPE MAY COURT HOUSE — Cape May has placed in the top five counties statewide for use of the ARRIVE program, which pairs a police officer with a mental health expert when responding to certain calls.

David L. Shutter, community relations specialist-law enforcement and ARRIVE program coordinator with the Cape May County Prosecutor's Office, said an Acenda screener has accompanied an officer on 100 calls since the program began in May 2023.

For someone experiencing a mental health crisis, the arrival of a police car at their home can escalate the situation.

"You're in the middle of a dispute or domestic situation or you're having a crisis and an officer knocks on the door, exponentially — looking at nationwide statistics — there's a preponderance where those situations escalate," Shutter said.

Alternate Response to Reduce Instances of Violence and Escalation, or ARRIVE, is a program intended to reverse that trend by sending a mental health screener to the location along with the police officer.

Shutter said ARRIVE involves a crisis intervention team (CIT), explaining CITs consisting of mental health experts and police have been around since the 1990s. Cape May County has a co-response model, Shutter said.

"If dispatch or police receive a call where the individual is suspected of being in a mental health crisis, they will request a mental health screener to respond as well with the call," he

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Group: Revamped Harborview Park needs native plants

By JACK FICHTER
Cape May Star and Wave

CAPE MAY — While Harborview Park offers unparalleled views of Cape May Harbor and the comings and goings of yachts and fishing boats, it lacks landscaping, particularly native plantings.

At a July 23 Environmental Commission meeting, member Charlotte Todd said being an "old historian," she was familiar with the history of the property.

"There was a fight to kind of curtail a lot of development along the harbor in 1989, 1990 and 1991," she said. "There were lawsuits, and, in the end, the compromise was that indeed the city would own part of the property along with Green Acres and it would become an open space and it would become a teaching center, that would be the Nature Center."

Todd said the remainder of the park area was to be developed. A triangular piece of property between homes and condominiums was part of the negotiation process and the mayor at that time stated the city did not want that parcel of land built upon and instead to have it reserved as open space, she said.

The property was to be transformed into a park where the public could enjoy the view of the harbor, Todd said. She said the park was used frequently for weddings, festivals and celebrations.

Todd said Nature Center of Cape May Director Gretchen Whitman has expressed sadness over the current appearance of Harborview

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David Nahan/CAPE MAY STAR AND WAVE

Women's Lifeguard Challenge

Cape May Beach Patrol lifeguards Emerson Simpson, Madi Bickford, Emma DiMario and Lindsey Frenia hold Lt. Sara Werner after competing in the the Cape May Point Beach Patrol's Women's Lifeguard Challenge on July 31. Bickford and DiMario took second place in the team competition. Werner is a past competitor in the race. See story, A8. More photos at ocnjsentinel.com.

Safe streets plan to note crash hot spots

By JACK FICHTER
Cape May Star and Wave

CAPE MAY — Fewer crashes are the goal of a Cape Island-wide safe streets plan under development, taking into account speeding motorists entering from the two bridges, bike lanes that suddenly end and the increasing use of golf carts with riders not wearing seatbelts.

David Kuhn, vice president of the engineering firm of GPI, is leading a consultant team developing the Cape Island Road Safety Action Plan under contract with the city of Cape May, funded through a federal Department of Transportation grant.

GPI held a virtual focus

group meeting July 30 to discuss behavioral strategies as part of the plan.

The grant was awarded to be a partnership with West Cape May, Lower Township and Cape May Point. Kuhn said the goal was to develop a plan to reduce fatalities and serious injuries on public roads on Cape Island.

"This action plan will provide an opportunity, once the action plan is in place, to apply for grant funding through that program for implementation grants for design and construction of projects or follow-up planning activities," he said.

The action plan will not just focus on infrastructure but include other strategies, Kuhn said. Fundamental to

the plan is humans are vulnerable and responsibility for safe roads is shared by everyone, he said.

GPI engineer Julia Stepananko presented crash data for Cape Island from 2017 to 2021 which indicated over 140 crashes in 2020 although most did not result in an injury. Data for 2021 showed five fatal and serious injury crashes. No fatal or serious injuries occurred in 2020.

A chart of crashes per month showed the highest concentration in June and July with a peak in August.

Stepananko said the firm analyzed crash histories and looked at characteristics of roads that "could be ripe for a crash in the future even if

there is no crash history." GPI selected three initial project candidate locations.

Project candidate one was the intersection of Lafayette, Bank, and Decatur streets which has narrow roadways and an offset intersection without pedestrian crossing warning signs, she said.

Project candidate two was the corridor of Ocean Street, Elmira Street, and Leaming Avenue with skewed and offset intersections, multiple driveways in the residential areas without a marked shoulder, parking on the street, intermittent bicycle lanes and outdated traffic signals.

Project candidate three

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Horseshoe crab blood not needed for testing

Change has potential to save thousands yearly, boost other species

By JACK FICHTER
Cape May Star and Wave

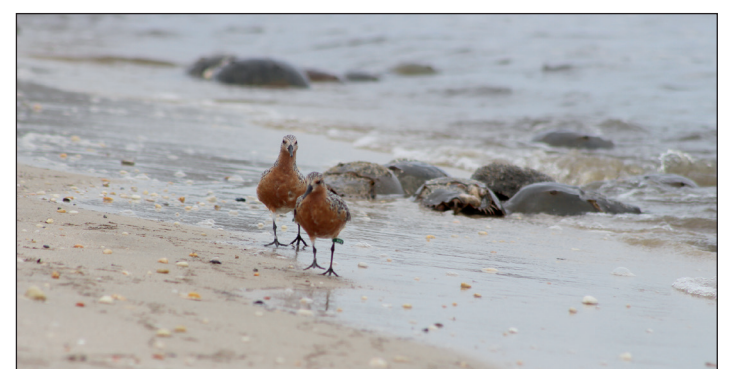
CAPE MAY — Harvesting horseshoe crabs for medical testing likely no longer will be necessary, savings the lives of thousands of the ancient crustaceans yearly and possibly boosting numbers of endangered shorebirds that rely on their eggs for sustenance.

A standards-setting group for the pharmaceutical industry recently accepted the use of two synthetic chemicals for drug testing quality control rather than using the blood from the crabs.

Each year as many as 1 million horseshoe crabs are captured nationwide, then bled and returned to waters but thousands die. On average, 13 percent of the bled crabs are sold as bait for other fisheries, according to the Atlantic States Marine Fisheries Commission.

According to the Center for Biotechnology Information, every drug approved by the U.S. Food and Drug Administration must be tested for bacterial contaminants. Endotoxins, common and potentially dangerous contami-

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File photo/CAPE MAY STAR AND WAVE

The endangered red knot, which relies on horseshoe crab eggs for sustenance, may get a boost after the crustacean's blood was deemed no longer necessary for medical testing.

HIGH TIDE HAPPY HOUR

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