

WELCOME

NY Route 144 Complete Streets Study

OPEN HOUSE PUBLIC INFORMATION MEETING



Department of
Transportation

NY ROUTE 144

COMPLETE STREETS STUDY

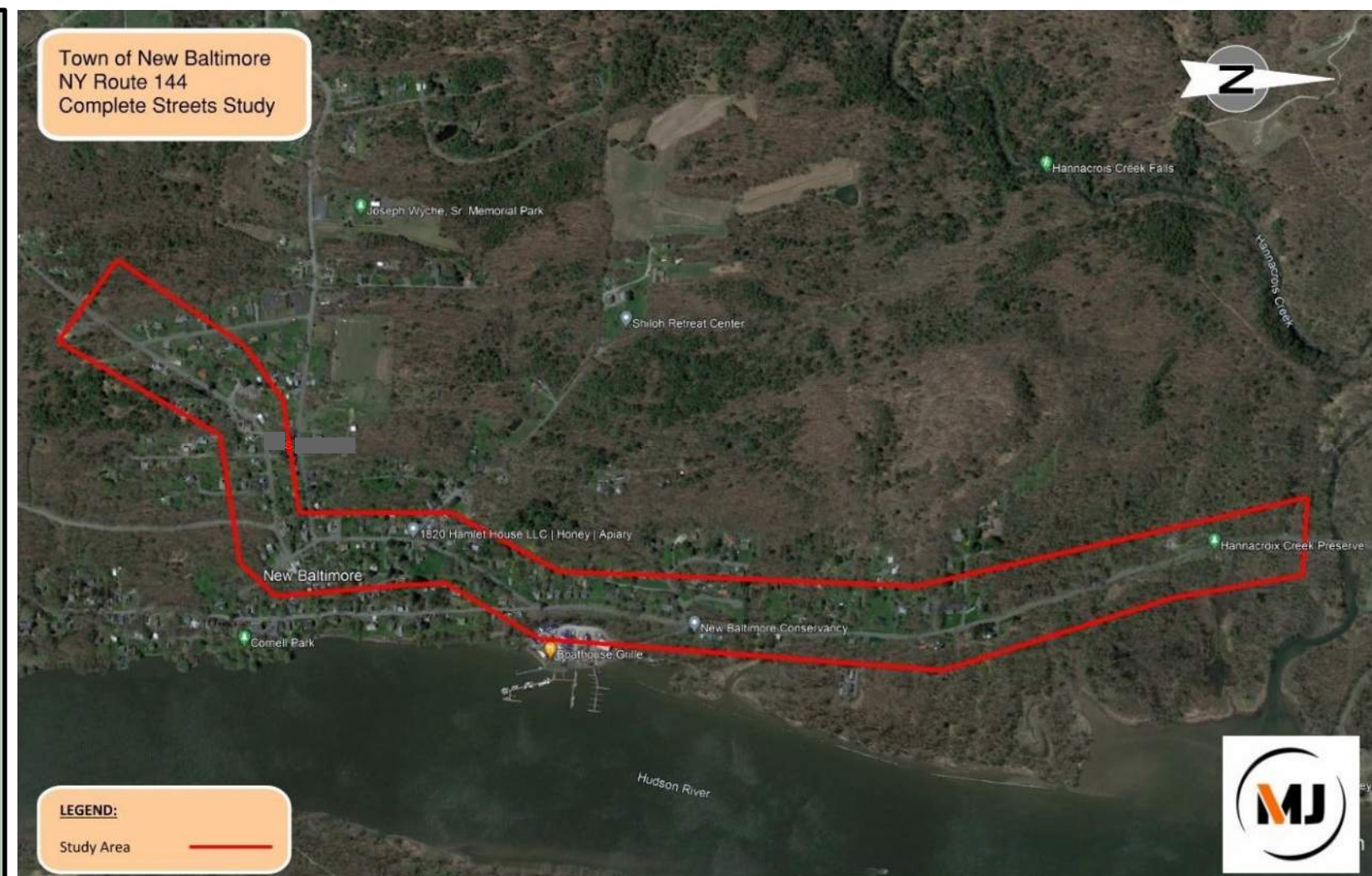
NY ROUTE 144 CORRIDOR VISION

In the Town of New Baltimore, the 1.65-mile segment of NY Route 144 between Gill Road and the Town border at the Greene-Albany county line provides connections between residential areas, religious establishments, trailheads, and the Marina & restaurant. Implementing complete streets concepts would transform this segment of NY 144 into a safe and accessible corridor for motorists, pedestrians, and bicyclists.

PURPOSE & NEED

NY Route 144 is a critical transportation link in the Town of New Baltimore that is lacking in pedestrian and bicycle facilities, and existing roadway issues raise safety concerns for motorists.

The study will determine feasible concepts to be used by the Town to apply for funding to design and construct recommended improvements to make NY Route 144 a complete street that is safer for all modes of transportation, improving its drivability, walkability, bikeability, and appearance, making the area more appealing for everyone.



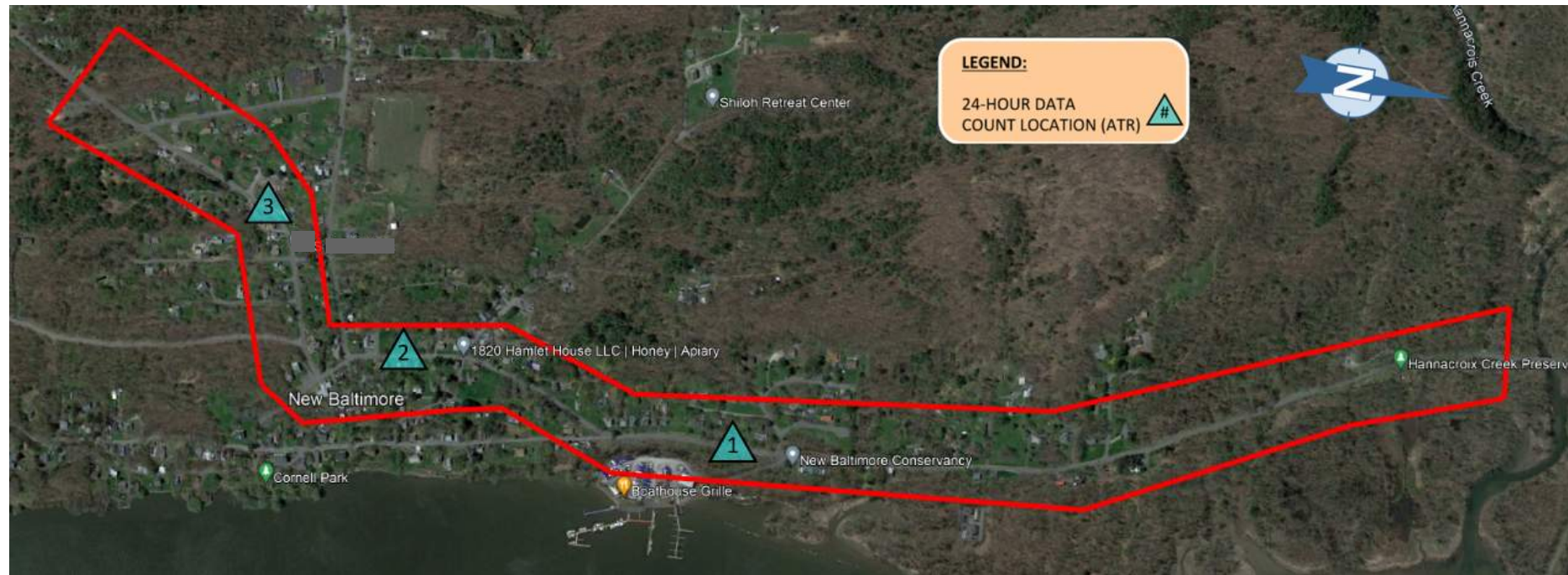
NY ROUTE 144

STUDY LIMITS



NY ROUTE 144

TRAFFIC AND SPEED DATA



Examples of ATRs, traffic counting tubes and a radar box.



Traffic Data for NY Route 144 was obtained utilizing Automatic Traffic Recorders (ATR) at three (3) locations from July 23rd to July 30th, 2024. Vehicle volume, type and speed.

Summary of Traffic Data within the Study Area

ATR Location	Average Annual Daily Traffic (AADT)	Truck Percentage	Average Speed (mph)	85 th Percentile Speed (mph)
Location 1	1,197	9.5%	40	44
Location 2	1,245	9.2%	34	38
Location 3	887	9.2%	37	41

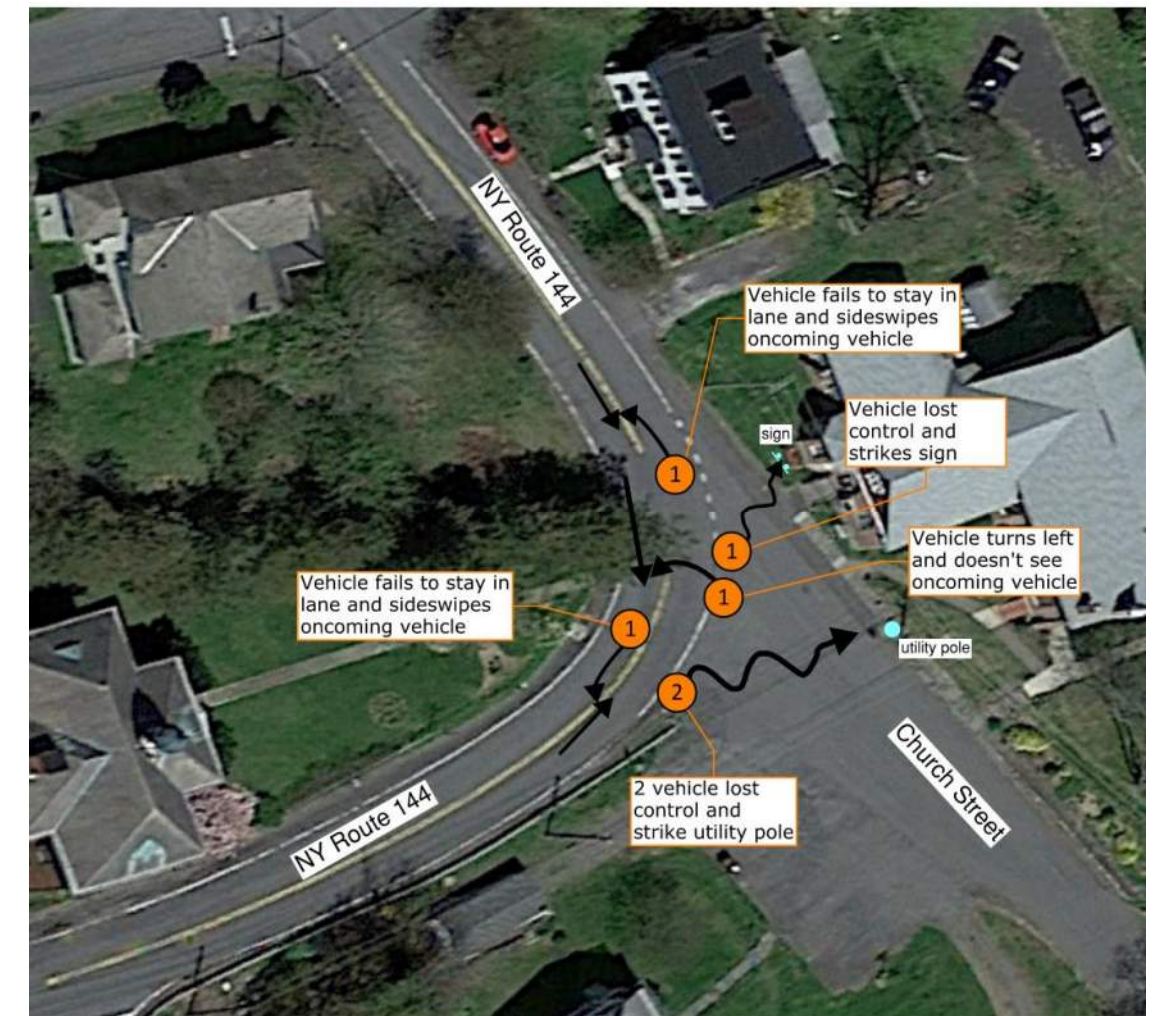
- The percentage of trucks recorded was found to be higher than the average of 4.7% for similar facilities as defined by the NYSDOT.
- Posted speed limit is 35mph between Gill Rd and Nodine Mtn Rd, 45mph elsewhere.
- The 85th percentile speed is defined as that speed at or below which 85% of all vehicles are observed to travel.

NY ROUTE 144

CRASH HISTORY



NYSDOT CLEAR Crash Data Viewer was used to obtain the most recent five years of data (12/31/2018 – 12/31/2023) for NY Route 144. Of the 19 total crashes, 0 involved pedestrians/bicyclists and 0 involved a fatality.



6 of 19 total crashes occurred at the intersection with Church Street (31.6% of the crashes). All but one of the crashes occurring at this intersection were described as failure to navigate the sharp curve at this intersection or a failure to keep right in the curve.

TRAILHEADS AND RECREATIONAL FACILITIES

Along NY Route 144 is access to the Hannacroix Creek Preserve and the Hudson River Interpretive Trail.

Hannacroix Creek Preserve

The preserve makes up 113 acres and includes marked trails for walking, hiking, and cross-country skiing. These trails lead to scenic views, a waterfall, and the site of the historic Croswell-Parsons Paper Mill.



Water Features

On the eastern side of NY Route 144 across from the Hannacroix Creek Preserve, trail visitors pass over a cat-tail marsh on a boardwalk, through ruins of old ice houses, along a tidal pond, and over a bridge to an overlook of the Hudson River



ENVIRONMENTAL AND HISTORICAL RESOURCES

Water Features

The Hudson River is located to the east of the project limits and is classified as a Class C River by the NYSDEC. Best use of Class C waters for: fishing, water-based activity with a high chance of total body immersion and water-based activity that has a low chance of total body immersion.

Animal Populations

The United States Fish and Wildlife Service's (USFWS) online Information for Planning and Consultation (IPaC) was used to identify the federally protected species which could be located within the study limits. The Indiana Bat and Northern Long-eared Bat are endangered species, the Tricolored Bat is a proposed endangered species, and the Monarch Butterfly is a candidate species potentially located within the study area.



0 250 500 ft

Nomination Boundary



Parks, Recreation
and Historic Preservation

The New Baltimore Hamlet Historic District is located within the study area. The New Baltimore Hamlet Historic District is located on Main Street and adjacent streets and is comprised of 89 buildings listed on the National Register of Historic Places.

NY ROUTE 144

ROADWAY ISSUE SUMMARY

Intersections with Limited Sight-Distance

- Intersection with Main Street has poor sight distance due to roadway geometry, and motorists need to look over their shoulders to enter NY 144 from Main Street
- Intersection with Washington Avenue (east) has poor sight distance for motorists entering NY Route 144 due to the proximity of buildings to NY Route 144 at the intersection



View of motorist
"looking ahead" from
Main Street to NY
Route 144

Building and trees
blocking view of
southbound traffic at
Washington Avenue



Deteriorating Pavement Conditions

- Pavement shows signs of wear with edge cracking and alligator cracking along the northbound lane
- Steep slopes adjacent to northbound lane in many areas cause pavement settling



Lack of Formal Drainage

- Between the northern study limits and the intersection with Washington Avenue, there is no closed drainage system

NY ROUTE 144

ROADWAY ISSUE SUMMARY

Curve at intersection with Church Street

- Existing curve on NY Route 144 has radius of approximately 50'-0"
- This radius is sub-standard
- The curve is often too tight for oversized vehicles, causing them to undergo awkward maneuvers, endangering pedestrian safety, and causing traffic delays
- Lack of existing advance curve warning and speed reduction signage
- Crash history cluster found at this intersection



Oversized Trucks & Freight

- The segment of NY Route 144 within the study limits, is not designated as an access highway
- For oversize vehicles to travel along NY Route 144 through the Town of New Baltimore require special permits and police escort, however many oversized vehicles do not currently follow this process
- Insufficient capacity for, and clarity of enforcement responsibility and requirements



PEDESTRIAN ACCOMMODATION ISSUE SUMMARY

Lack of Sidewalks

- There is a single 65-foot segment of bluestone sidewalk on the west side of NY Route 144 that is not ADA compliant
- No other existing sidewalks are present along NY Route 144
- Lack of sidewalk facilities mean disconnect between residential areas and town center
- Those visiting trailhead at northern project limits are not connected to the historic properties located in the town center
- Safer pedestrian crossing of NY Route 144 from the Hannacroix Creek Preserve parking lot to the Hudson River Interpretive Trail is needed



Insufficient Shared Used Facilities

- The existing shoulder width of 1'-0" along NY Route 144 is not wide enough for safe bicycle use
- Bicyclists are forced to share the road with vehicular traffic in the 10'-0" travel lane which is substandard for shared use travel.

WHAT IS A COMPLETE STREET?



BEFORE

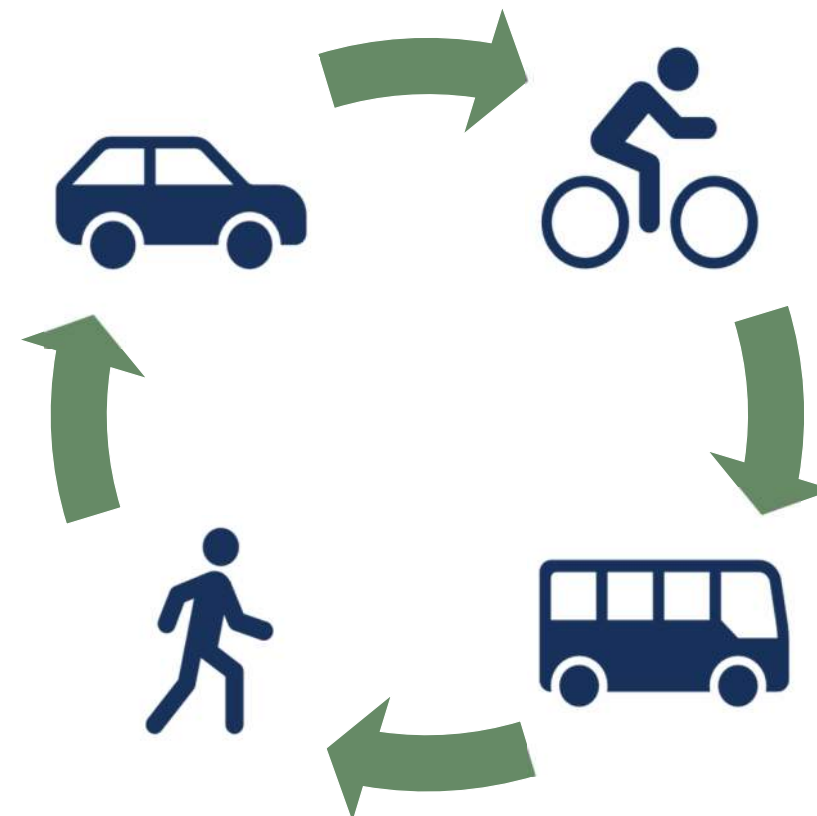


AFTER

Route 11, Canton

Complete Streets are streets designed for all users, all modes of transportation, and all ability levels. They balance the needs of drivers, pedestrians, bicyclists, transit riders, emergency responders, and goods movements based on local context.

- *Capital District Complete Streets Design Guide*



BEFORE



AFTER

Route 347, Port Jefferson

COMPLETE STREET EXAMPLES

Pedestrians

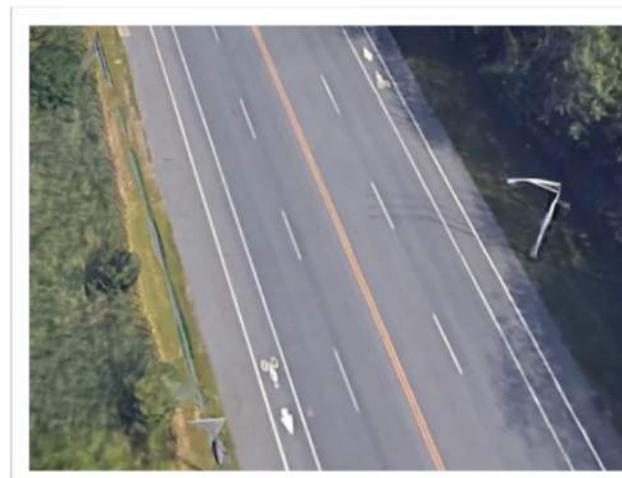


crosswalks & median refuges

pedestrian signals



Bicyclists



wide shoulders & bike lanes

"share the road" signs



Traffic Calming

raised crosswalks & ramps



Safety Enhancements



street & sidewalk lighting