

OPEN HOUSE SUMMARY



MJ 1825

NY Route 144 Complete Streets

Town of New Baltimore, NY

Agenda: Open House to Discuss Draft Concepts
Date & Time: Tuesday July 23, 2025 6:00-7:30 pm
Location: New Baltimore Town Hall

Study Team Attendees:	
Name:	Representing:
Jeff Ruso	Town of New Baltimore
Nick Dellisanti	Town of New Baltimore
Debra Sottolano	Town of New Baltimore
Lisa Wallin	MJ
Brian Cooper	MJ
Jacob Montepeluso	MJ
Josh Pafundi	MJ
Audrey Burneson	NYSDOT
Matthew DeSimone	NYSDOT
William Fitzgerald	NYSDOT

Open House Summary:

The community was invited to attend an open house for the NY Route 144 Complete Streets Study. Attendees were given the opportunity to view the draft concept plans on the project website in advance of the meeting, and printed copies at the meeting. MJ described the concepts during a 20-minute presentation. Attendees discussed the concepts and study area with staff from MJ and the Town before and after the presentation. A Q&A period also occurred after the presentation. There were approximately 43 attendees.

The response from the attendees was generally in support of making safety improvements, but opinions were divided regarding what improvements are needed. General consensus was heard that 4'-0" shoulders are too wide, and the community would rather have narrow shoulders as a traffic calming measure than to support bicycle travel within the shoulders. Many attendees also voiced that no costly improvements should be pursued until the root issue of heavy truck traffic is addressed. Attendees left feedback in the form of comment post it notes on the concept plans, verbal comments to the project team and by completing comment forms. The comment materials are attached.



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Fishkill, NY
Levittown, NY
Picatinny, NJ
Melbourne, FL



The following verbal comments & questions were received, sorted by topic:

Topic	Comments
1. Roadway cross section	<p>4' shoulders are too wide for this corridor. The wide shoulders will encourage speeding.</p> <p>Shoulders designed for bicycle traffic are not warranted. There is an alternate route (Main Street) if cyclists are uncomfortable traveling in the lane.</p> <p>The cost of wider shoulders is not justified by the volume of bicycle traffic.</p>
2. Sidewalks and crosswalks	<p>Show the possibility of adding a future sidewalk connection on the east side of NY144 between Church Street and River Road.</p> <p>Who is responsible for clearing snow and ice on the sidewalks?</p> <p>Several attendees noted that sidewalks are needed, specifically out to Cedar Lane.</p>
3. Traffic Calming Features	<p>Bump outs at crosswalks should be considered.</p> <p>Rumble strips are not appropriate for the hamlet.</p> <p>Raised crosswalks or table intersections should be considered.</p> <p>Although not a traffic calming feature, why not make the Church Street intersection all-way stop?</p> <p>Lowering the speed limit is not realistic based on current speeds. The goal should be to install traffic calming features to force slower travel. Consider raised crosswalks, colored/stamped treatments, narrow shoulders.</p>
4. Signage	<p>Traveling south, consider a wayfinding-type sign that directs traffic to continue on NY144. People accidentally turn onto Main Street and Church Street because that is "straight".</p> <p>The speed limit sign south of Gill Road needs to be moved further toward Route 9W to prevent trucks speeding up.</p>
5. Project Phasing	<p>Consider breaking out the road paving work north of Cedar Lane as a separate share; this was not in the original petition and should be the responsibility of NYSDOT.</p> <p>Breaking the project into smaller phases is a must.</p>
6. Project Costs	<p>What are the approximate costs of the items not included (design, inspection, ROW)?</p> <p>"For these costs, hire a full-time police officer to hand out tickets."</p>



Topic	Comments
7. Truck traffic	<p>Several attendees stated that it is more important to deal with the heavy truck issue than to build infrastructure to support it.</p> <p>Boats/trailers, delivery trucks, etc. will always need to be accommodated.</p> <p>Is a truck with 53' trailer able to be on NY144 without a permit? Height, length and width must be considered.</p> <p>Deb stated that NYSDOT Permits has identified an issue with the recommended truck route out of Coeymans. The current route does not restrict travel in the hamlet.</p> <p>Addresses in the hamlet are often not found in GPS mapping. The New Baltimore zip code isn't recognized, and the Town is listed as West Cocksackie. This confusion may contribute to the truck issue.</p> <p>One resident stated that all the concept improvements are irrelevant because the issues are caused by truck traffic, which is DOT's issue to fix.</p>
8. Other	<p>Would the sidewalks be paid for via a new special (sidewalk) district? The Town stated that the objective is to secure grant funding to avoid impact to Town taxpayers.</p> <p>A request was made to post a link to the study website on the Town website.</p> <p>One attendee stated that they would not be willing to sell property if needed.</p>

Attachments: Written comments

BACK TO BACK
PEDESTRIAN
CROSSING
SIGNAGE
WITH
RECTANGULAR
RAPID
FLASHING
BEACONS

POST
OFFICE

RIVER ROAD

INSTALL BOX BEAM
GUIDE RAIL (TYP.)

How will widening
the turn slow
down or impede
truck traffic?
JH

Does line of sight (shortness)
impede seeing
the X walk?

WHAT IS TRUCK
SIGHTLINE AROUND
CURVE BEFORE
CROSSWALK?

CHURCH ST

Lisa Wallin

From: David Loretta <dmloretta@gmail.com>
Sent: Wednesday, July 23, 2025 10:43 PM
To: Lisa Wallin
Cc: Debra Sottolano; Lisa Wallin
Subject: Re: NY Route 144 Study - Comment Received

Thank you for your response!

Just watched the meeting online and would like to continue and add my strong support for sidewalks. I have a young family and we would absolutely appreciate the safety of sidewalks walking through the hamlet! I'm Saddened to say we almost got hit by a car in town and feel if there were sidewalks and measures to protect the pedestrians, this would not have happened.

Thank you for the effort on the draft concepts and helping aid the town!

Thank you
David Loretta

Sent from my iPhone

On Jul 22, 2025, at 11:35 AM, Lisa Wallin <lwallin@mjteam.com> wrote:

Hello,

I am reaching out to thank you for the time spent reviewing the draft concepts that MJ and the Town have developed. Our team has received your comments and appreciate your feedback. We look forward to discussing the study more with you at this evening's Open House. If you are unable to attend, we will do our best to respond to your comments via email.

Thank you,

<image001.png>
mjteam.com

Lisa Wallin, P.E.

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PUBLIC SURVEY & COMMENT FORM

NY Route 144 Complete Streets Study

Please submit your responses and comments on this form and drop it in the Comment Box by the end of the meeting or leave a comment on the study website at NY144Study.com.



Thank you!

Your Name: Janet Angelis

Date: 7/22/25

Email Address: jiangelis@aol.com

Comments or Questions:

As I understand the goal of complete streets, it is to increase safety for everyone, including pedestrians. But this ^{concept} proposal looks like DOT put its thumb on the scale in favor of smoothing the way for vehicle traffic to go faster — it should be traffic calming ^{online}.

Please read, ^{especially,} Peter Melicosh's & Frank Tigro's comments.

Widening the curve at Church St. will not calm traffic, it will more likely speed it up without requiring traffic on 144 to stop there before proceeding.

*Norm & Mary Lynne 64 W M ADISON
Ave*
GOOD EVENING NEIGHBORS!

WHY WOULD YOU WANT TO MOVE IN THE COUNTRY AND CHANGE IT?

THIS IS A HISTORIC TOWN. IF SIDEWALKS AND SPEED BUMPS ARE PUT IN, IT WILL LOOK AND FEEL LIKE A CITY.

I HAVE NEVER SEEN SO MUCH TRAFFIC AS I DO NOW IN OUR HAMLET. I AM NOT SURE IF THIS IS A GPS MAPPING ISSUE. IF IT IS, ALTERNATIVE ROUTES NEED TO BE PROVIDED, WHICH BYPASS THE NEW BALTIMORE HAMLET IN ORDER TO ALLEVIATE THE HIGH-SPEED TRUCKERS AND CAR TRAFFIC. PUTTING IN SIDEWALKS WILL NOT SOLVE THIS PROBLEM.

IF THIS PROPOSAL GOES THROUGH, WHO IS RESPONSIBLE TO MAINTAIN THE SIDEALK DURING WEATHER EVENTS SUCH AS SNOW AND ICE REMOVAL? I ASSUME THE HOMEOWNER? IS THE HOMEOWNER LIABLE IF SOMEONE IS INJURED BECAUSE THE SIDEALK HAS UNSAFE CONDITIONS PRESENT? THERE COULD BE SEVERAL REASONS THAT THE HOMEOWNER IS UNABLE OR UNAVAILABLE TO MAINTAIN THE SIDEWALK

IN REGARD TO MY PRIVATE RESIDENCE, AND THE
SIDEWALK INSTALLATION, TAKING OFF 9 FEET OF THE
LIMITED LAND I ALREADY HAVE IN FRONT OF MY HOUSE,
WILL NOT LOOK AESTHETICALLY PLEASING TO THE EYE.

IF THIS PROPOSAL IS GOING TO GO THROUGH, I THINK WE
SHOULD BE COMPENSATED IN SOME WAY. IN CASE IF MY
TREES WERE TO DIE, I WOULD LIKE THEM TO BE REPLACED.
ALSO, I WOULD ASK FOR A RETAINING WALL.

IN CONCLUSION, THE PEOPLE WHO VOTE "YES" TO THIS
PROPOSAL IS BECAUSE THEIR LAND WILL NOT BE
AFFECTED.

Maintanance
Liability
Compansation
Traffic
Truck, car

Questions in no order

In the introduction I feel that the safety concerns of residents should be prioritized as the reason that this complete street study was initiated. The first sentence mentions the pedestrian and cycling experience. The great concern for this study comes from the increase in dangerous experiences from truck traffic and the high speed of autos causing accidents.

In the traffic study I don't find any mention of the increase in traffic, unfamiliar with the road, due to the closure of the Thruway at Coxsackie or Selkirk or the closure of Rt. 9W and traffic is diverted onto 144.

As part of the original petition the erosion of the rock wall at Shady Harbor is listed as evidence that the weight of truck traffic on 144 might deteriorate the road. Why is it the suggestion that the town monitor the slope and facilitate a slope stability study. Why is there no recommendation for DOT to facilitate a slope stability study?

Rt 9W Has, I believe , 8 fatalities from Rt 144 to Acqueduct Rd. Though that corridor is not part of this study I hope MJ engineering might bring this to the attention of DOT. If the town needs another petition, perhaps MJ might provide guidance.

2 Questions in no particular order

Transverse rumble strips seem to be antithetical to this historic district . While safety is a priority, the close proximity of homes to the road seems to make this an adverse choice. I would rather see alternative methods of speed control. This choice seems to penalize the homeowners. *Noise level will be amplified by Church St. There is an echo chamber btwn P.O. & Church*

Property ownership

Please explain the property ownership/ right of way statement that declares

“The highway boundary, or limit of the land owned and maintained by the NYSDOT associated with NY Route 144, is located within a range of 25-100 feet from the center of the road.”

Will changing the name RT 144 to River Road increase awareness of rural nature of the road and decrease likelihood of tractor trailers? If so, how is this done?

Please explain the design of the concrete gutters proposed.

What was the year of the last accident gathered and why it is not current to 2025 ?

- ☐ GNP-03
- ☐ Will box beams be 3 rail or single ★ like on Hannacrois Bridge
- ☐ Can guide rail extend to beginning of Church St. and not curve into Church parking lot
- ☐ How does the decorative seating wall not become a impact item? Snow plow accumulation is greatest from Church Street at 144 interections to driveway at 832 Rt 144. Has snow plow accumulation been accounted for?
- ☐ Can a box beam guide rail be added from the church step to the driveway at 832 Rt 144
- ☐ Advisory Plaque Note: Advisory speed plaques for advanced curve warning signs will need to be verified in the field utilizing a Ball-Bank Indicator test to check safe advisory speed at the time of sign installation. How successful are these signs?
- ☐ The crossing paint job closest to Washington Ave. is right at the blind corner...how does this inspire safety?

- ☐ Under conceptual improvements number 4 lists realigning 144 to allow for safe heavy truck passage. What is being done to deter truck traffic?
- ☐ Realigning Washington Ave. at the intersection of 144...this is a blind corner...wouldn't making Washington Ave. East be a one way street going east help make the corner safer?

Hairpin Corner

The hairpin corner is complicated by the drainage ditch grate and the gully associated with it. This gully allows trucks to pitch and lean into the old school house. Can the grate be extended? Can the grate withstand the constant stream of tractor trailer weight?

The hairpin corner is also affected by the poor drainage of surface water caused by malfunctioning drainage grates at different points west of the corner including the ones at RT 61 and Union street. Repairing the drainage grates should be a priority ahead of creating new ones at an unknown future point.. Heavy rainfall creates additional danger points.

Visibility at the hairpin corner continues to increase danger. Have any suggestions been made to increase visibility?

Non qualifying Road

As Rt 144 is a no qualifying road I find no mention of any signage suggestions on Rt 9W indicating the non qualifying status to on coming truck drivers.

What, if anything, can be done to encourage truck GPS designers to recognize the non-qualifying status of Rt 144?

What signage can help stop trucks carrying potentially dangerous material. The trucks carrying the scrap steel material are of great concern as they cannot complete the hairpin corner. As are the trucks carrying petroleum products.

The screenshot shows a PDF document titled 'SWPPP' (Site-Wide Pollution Prevention Plan) for NY Route 144. The document is displayed in a web browser window with multiple tabs open. The PDF content includes a table of contents on the left, a main text area, and a sidebar with a table titled 'Urban Major Collector'. The main text describes NY Route 144 as an urban area and a heavily traveled route for north-south travel. It mentions that the boundaries that determine urban area definition are based on census data. NY Route 144 has a NYS Department of Transportation functional classification of Urban Collector/Major Collector. NY Route 144 has an average lane width of 10'-0" with 1'-0" wide shoulders. Between the northern study limits and the Main Street intersection, there are several segments with steep adjacent fill slopes on the eastern side of the roadway. Between the intersection with River Road and Gill Road, the eastern side of the roadway has a steep cut slope. At the intersection with Church Street, NY Route 144 undergoes a horizontal curve with an approximate radius of 50'-0" making the curve sub-standard for oversized vehicles to navigate. The proximity of buildings in relation to the roadway raise issues with sight distance at various intersections within the study limits as well as posing difficulty with installation of pedestrian facilities adjacent to the roadway. Other than a single 65-foot segment of bluestone sidewalk, there are no existing sidewalks present along NY Route 144. A double yellow center line and white edge line pavement markings are present. The posted speed limits along NY Route 144 within the project limits are summarized in Table 1 below:

Location	Speed Limit
NY Route 144 (within project limits)	30 mph