How Many Vehicles Have Passed These Readers

Town of East Greenbush - Flock Safety automated license plate readers Compiled from New York State Department of Transportation published traffic counts, matched against the camera locations and directions named in the Town's own Resolution 40-2025.

What this is

This does not need to be exact to be useful.

The estimate below comes to 64,633,125 vehicle passages. The uncertainty around it is wide, and the precise figure should not be relied on. What it establishes is the order of magnitude, and that holds under every assumption tested in this document: **tens of millions of vehicles have passed these readers.**

Why an estimate is necessary

Everything the Town has published about this program counts searches. Nothing published counts reads.

The cameras do not read a plate when an officer runs a query. They read every plate that passes, continuously. No Town record states how many that comes to. The detection records that would show it are subject to a thirty-day retention setting, so the months in question would ordinarily have expired before the response period under the Freedom of Information Law had run.

NYSDOT publishes traffic counts for state routes, and four of the five cameras sit on them, so the estimate below is built entirely from public data.

I am not a statistician or a traffic engineer

I am a private citizen who used published state traffic data and the locations named in the Town's own Resolution 40-2025. Every figure here is arithmetic anyone can repeat, and the inputs are shown so that anyone who thinks a number is wrong can point to the step they disagree with. A professional would do this better, and the limits are set out in full near the end.

Where the locations and directions come from

The Town's Flock transparency portal does not publish camera locations. It reports a camera count, a retention setting, sharing lists and a thirty-day search audit, and nothing that identifies where the readers are.

The locations and directions used here are the Town's own. **Resolution 40-2025, adopted February 19, 2025,** names them in granting permission to install readers within State right-of-way:

> Eastbound Turnpike at Sewer Treatment Plant Northbound Genet School and Route 4 Route 4 at Hewitt's Southbound Troy Road at Grandview Drive Westbound 3rd Avenue Extension at Krey Boulevard

This is the only Town document produced to me that names any camera location. Four of the five entries state a direction of travel. "**Route 4 at Hewitt's**" **does not**, and that gap is carried through the method below rather than filled in by assumption.

GPS coordinates used for the distance measurements come from **DeFlock**, a public crowdsourced automated license plate reader map built on OpenStreetMap, at https://maps.deflock.org/. Those coordinates are contributed by volunteers rather than by the Town or the vendor.

All five locations were visited and confirmed on the ground on November 16, 2026. Each camera was found standing at the mapped position, within a few feet of a handheld GPS fix, and was photographed. The mapped coordinates are therefore not relied on as crowdsourced data. They have been checked against direct observation.

Coordinates are still used only to measure distances, not to establish which cameras exist or where the Town placed them. That comes from the resolution.

The resolution also refers to "the plans/maps and other documents related to the above-mentioned project." No plan or map has been produced in response to any of my requests.

The period

The services agreement was executed September 28, 2021, and Flock's invoices state that the term commences upon first installation and validation of hardware. The count below runs **October 1, 2021 through November 18, 2026: 1,875 days.**

Two of those years are partial:

Year	**Days in the period**	**Share**
2021	92, from October 1	4.9%
2022	365	19.5%
2023	365	19.5%
2024	366	19.5%
2025	365	19.5%
2026	322, through November 18	17.2%
Total	**1,875**	

NYSDOT has published no 2026 count for any of these stations. The 2025 figure is therefore

the most recent available and is carried across the 322 days of 2026, which is 17.2 percent of the period. That is an assumption, and it is the largest single one in this document.

November 18, 2026 is the date of the Board meeting this is submitted for, so the final three days of the period are projected rather than elapsed. At 34,471 vehicles a day across the four counted cameras, those three days account for 103,413 passages, or 0.16 percent of the total.

The installation-date assumption

Nine cameras were ordered under the 2021 agreement: the order form of September 27, 2021 lists nine Flock Falcon Cameras, and an Amendment Order Form states that the Agency will reduce them from 9 to 5. Whether all nine were installed is not established in anything produced. The amendment of August 18, 2022 reduced the count to five. This document treats the five now in service as having been in place for the full period, on the reading that the amendment removed four of the original nine rather than replacing them.

That is an inference, not a documented fact, and it is the assumption most capable of changing the total. If any of the five were installed later than October 2021, that camera's exposure is shorter and its contribution falls.

It is an inference because the Town has not produced the records that would settle it. My request of July 16, 2026, numbered 78 by the Town, asked for every ALPR device with its installation date. The production of August 24 returned a one-page camera status screen listing five cameras and their locations. **It contained no installation dates**, and none have been produced since.

The dates exist. They are in Flock's activation records and recoverable from the Town's own invoices. Anyone wishing to correct the period can produce them.

The cameras and their matched count stations

#	Location, as named in Resolution 40-2025	NYSDOT station	Direction applied	AADT	Passages over 1,875 days
01	Eastbound Turnpike at Sewer Treatment Plant	140038, US9, City of Rensselaer to Rt 9J Jct	Eastbound	7,679	14,398,125
02	Northbound Genet School and Route 4	140102, US4, Rts 9/20 to NY 151 Jct	Northbound	6,117	11,469,375
03	Route 4 at Hewitt's	140125, US4, I-90 under to	none stated, lower applied	8,109	15,204,375

#	Location, as named in Resolution 40-2025	NYSDOT station	Direction applied	AADT	Passages over 1,875 days
04	Southbound Troy Road at Grandview Drive	Third Ave Ext 140131, US4, Third Ave Ext to Rt 43 Jct	Southbound	12,566	23,561,250
05	Westbound 3rd Avenue Extension at Krey Boulevard	**none exists**	Westbound	not published	**not counted**

Total across four of five cameras: 64,633,125 vehicle passages.

Where these figures come from

Every AADT above is a number **NYSDOT published**. I selected the station and applied the direction stated in the Town's own resolution. I did not calculate, adjust, smooth or interpolate any traffic count. Anyone who disputes the counts themselves is disputing how the New York State Department of Transportation measures, factors and publishes traffic data. What is mine is the rest: which station to read for each reader, the single-direction share, the 1,875 day multiplier, and carrying 2025 across 322 days of 2026. Those choices are set out above so they can be argued with, and the installation date is the one most able to move the total. The station dashboards are linked in the sources at the end so that every number here can be read off the state's own page.

The published count at each station, by year

As NYSDOT publishes them, bidirectional, for the years in the period:

Camera	Station	2021	2022	2023	2024	2025
01 Sewer Treatment Plant	140038	16,845	16,481	18,779	19,275	16,403
02 Genet School	140102	13,902	13,325	15,152	13,279	13,166
03 Hewitt's	140125	17,918	17,175	16,574	17,012	16,867
04 Grandview Drive	140131	26,002	24,561	20,633	21,178	24,125

These are totals in both directions. The figures used in the table above are the single direction

each camera faces, which is roughly half of each. No 2026 count has been published for any of these stations, so the 2025 figure is carried across the 322 days of 2026.

If each year's own count is used instead

The table above applies the most recent published year throughout, so the arithmetic is a single multiplication anyone can repeat. The calculation was also run the other way, with each year's own published count applied to the days falling in that year. That gives **64,999,769**, which is **0.6 percent higher** than the figure used here.

Three of the four stations produce a higher total under that method and the fourth, Grandview Drive, produces a lower one, so the differences largely cancel. **The lower of the two is used throughout this document.** The full calculation is set out later, under "Cross-check against the year-by-year method."

Method

A NYSDOT station is a road segment, not a point. Each station describes a named stretch of road, and its AADT applies to that whole stretch. The station descriptions in the table above are the state's own wording. Each camera lies within the segment it has been matched to. That is the test applied here, rather than any measured distance between a camera and the spot where a counter was placed.

Directions are the Town's own. Where Resolution 40-2025 states a direction of travel, that direction's count is applied. Troy Road at Grandview Drive is the Route 4 corridor, so the Route 4 station's southbound figure is used.

Where the Town stated no direction, the lower of the two is applied. Resolution 40-2025 gives no direction for Route 4 at Hewitt's. Rather than choose, the smaller of that station's two directional counts is used. Whichever way that camera faces, the figure above is the lower of the two possibilities.

A case where the lower figure was kept although the higher one could be justified

Camera 03 stands on Troy Road at the Interstate 90 interchange, at the southern end of station 140125's segment. It was visited on November 16, 2026 and photographed. It was observed **facing southeast**, along the carriageway carrying traffic toward the I-90 interchange, which on that stretch is the southbound side.

Applying the southbound count of 8,758 rather than the northbound 8,109 would give this camera 16,421,250 passages and bring the total to **65,850,000**.

That figure is not used. Resolution 40-2025 states no direction for this camera, and where a

published record and a personal observation could differ, this document follows the published record. The lower number is retained, and the higher one is disclosed here so that the choice is visible rather than silent.

Stations were matched by roadway and segment, not by shortest distance. A station on a different road does not describe what a camera sees.

In one case this meant rejecting a much nearer station. Camera 04 sits where Grandview Drive meets Route 4, and NYSDOT maintains a separate count point on Grandview Drive itself: **station 145030**, which the state describes as "GRANDVIEW DR from US 4 to DEAD END." Its 2025 count is **236 AADT**, split 118 eastbound and 118 westbound.

That station was not used, and NYSDOT's own record of it explains why:

- **Functional class 7U, Local (Urban)**, against class 3U, Principal Arterial (Urban) for Route 4 at station 140131. The state classifies these as different kinds of road.
- **85th percentile speed 21.9 mph**, which is a residential street.
- **Zero buses** in its vehicle classification, against 96 percent passenger vehicles.
- **Its only field count was taken in April 2017**, four years before the cameras were installed. The station carries a notice reading "Latest data is from April 2017." Every year since is interpolated.

Resolution 40-2025 places the camera on Troy Road, which is Route 4, watching southbound traffic.

The test applied here is segment containment, not distance. Station 140131 measures Route 4 from Third Avenue Extension north to the Route 43 junction, and the Grandview Drive intersection falls inside that segment. The station's map marker is plotted some distance north of the camera, but a count station represents a length of roadway rather than a single point, and no major intersection lies between the camera and that marker. That is why the match holds, and it is a better reason than proximity.

Had the nearer station been used instead, this camera's five-year figure would have come out at roughly **221,000** rather than 23,561,250, understating it by a factor of more than one hundred.

Testing the other direction: what if a different station had been chosen for camera 01

Camera 01 sits on Columbia Turnpike, which NYSDOT counts at several points. The station used, 140038, reads 16,403. The adjacent count points on the same road read **21,274** to the north and **14,502** to the southeast. The station used therefore sits between its two neighbours rather than at either extreme.

Substituting either neighbour, holding that station's eastbound share constant, gives:

Station applied to camera 01	AADT	Total across four cameras
Neighbour to the north	21,274	68,908,762
140038, the station used	**16,403**	**64,633,125**

Station applied to camera 01	AADT	Total across four cameras
Neighbour to the southeast	14,502	62,964,477

The choice moves the total by about nine percent, and the station used produces a figure nearer the low end of that range than the high end. The nearest alternative on the same roadway would have produced a larger number, not a smaller one.

The most recent published count year is used throughout, so the arithmetic in the table is a single multiplication anyone can repeat. In several cases intervening years were substantially higher. Station 140038 was counted at 18,779 in 2023 and 19,275 in 2024 against 16,403 in 2025. Station 140131 was counted at 26,002 in 2021 and 24,561 in 2022 against 24,125 in 2025.

Cross-check against the year-by-year method

Applying one year's count across five years invites the obvious objection, so the calculation was also run the other way: each calendar year's own published count, applied to the days of the period falling in that year, at that station's directional share. Where no count is published for 2026, the 2025 figure is carried forward.

NYSDOT publishes a directional split only for the current year, so **the 2025 directional share was held constant across every year.** Those shares are:

Station	Direction applied	Share of total AADT
140038	Eastbound	46.8%
140102	Northbound	46.5%
140125	Northbound, the lower	48.1%
140131	Southbound	52.1%

Holding the split constant is a simplification. The published D-Factor varies year to year, so a reviewer with the full directional history would get a slightly different figure. The shares are given here so the cross-check can be reproduced.

Station	Most recent year across 1,875 days	Year by year	Difference
140038	14,398,125	15,328,577	+930,452
140102	11,469,375	11,883,801	+414,426
140125	15,204,375	15,279,007	+74,632
140131	23,561,250	22,508,384	-1,052,866
Total	**64,633,125**	**64,999,769**	**+366,644**

The two methods differ by **0.6 percent.** The figure used in this document is the lower of the two.

The directional shares above are printed to one decimal place, so a reader recomputing the year-by-year column from the published yearly counts will land within about twenty thousand passages of 64,999,769 rather than exactly on it, roughly three hundredths of one percent. At this scale that is a rounding artifact, not a disagreement.

Both draw on the same NYSDOT data, so this is not an independent check on the traffic counts. What it shows is narrower: the choice between these two calculation methods has almost no

effect on the result.

Why this is a conservative estimate

Five choices in this calculation push the figure down rather than up.

Camera 05 is not counted at all. No NYSDOT count station exists for 3rd Avenue Extension at Krey Boulevard, so a camera the Town itself placed on that road contributes nothing to this figure.

The four cameras that were removed are not counted. Their locations appear in no Town record that has been produced, and neither do their installation or deactivation dates, so no operating period is estimated for them here.

The lower directional count is applied at Hewitt's, as described above.

The lower of the two calculation methods is used, as described above.

Nothing here counts a vehicle passing the same camera twice. A resident commuting past one reader each way is recorded each time.

These choices make the figure a conservative one. They do not make it a guaranteed minimum, and it should not be described as one. An AADT estimate can overstate actual traffic as well as understate it, and omitting cameras from the count does not mathematically prevent the remaining four from being overstated. What can be said is that every discretionary choice here was made in the direction that lowers the number.

Two notes

Camera 02 and Genet Elementary. Resolution 40-2025 places this camera at "Northbound Genet School and Route 4." Measured from the mapped coordinate at 42.6005802, -73.7086536, it is **66 feet from the school property corner and 203 feet from the school vehicle entrance.** It reads northbound traffic, so every vehicle approaching the school from the south on Route 4, including school buses and parents on the morning and afternoon runs, passes it.

Camera 04 and the station label. NYSDOT lists station 140131 under North Greenbush town. The segment it measures runs along Route 4 from Third Avenue Extension north to the Route 43 junction, and the camera sits within that segment. The municipal label on the station does not change which roadway is being counted.

For comparison

The Town's transparency portal reports **61 search sessions** in its most recent thirty-day window. The compiled record from other agencies' published audit files shows **18,513 searches** run with East Greenbush credentials between October 2023 and November 2026.

Those are lookups. The 64,633,125 figure is the pool they were run against, gathered from every driver who passed these intersections, nearly all of whom were not the subject of any search, any investigation, or any suspicion.

Methodology, limits, and who should really be doing this

What follows is the full account of what this estimate rests on and where it is weak. A professional traffic engineer would do this better. None of it would be needed if a per-camera read count were available.

What AADT is, and what it is not

Annual Average Daily Traffic is an estimate of the average number of vehicles crossing a point per day over a year. It is not a tally of vehicles. NYSDOT derives it from short field counts, factored up using seasonal and day-of-week adjustments, and interpolated for years with no count.

Each published year is labelled either Actual or Estimated. For the figures used here:

Station	2025 figure used	Label
140038	16,403	Actual
140102	13,166	**Estimated**
140125	16,867	**Estimated**
140131	24,125	Actual

Two of the four are the state's own estimates rather than measured counts. The largest component, however, is measured, and measured counts carry most of the result:

Camera	Station	2025 label	Passages	Share of total
04, Grandview Drive	140131	**Actual**	23,561,250	36.5%
03, Hewitt's	140125	Estimated	15,204,375	23.5%
01, Sewer Treatment Plant	140038	**Actual**	14,398,125	22.3%
02, Genet School	140102	Estimated	11,469,375	17.7%

58.7 percent of the total rests on measured counts, and the single largest component, camera 04 at more than a third of the whole figure, comes from an Actual count taken in February 2025 over 53 hours. The estimated stations carry the remaining 41.3 percent.

How often these roads were actually counted

NYSDOT publishes a count history for every station. The counts informing the years used in this exhibit are:

Station	Field count	Type	Duration
140038	August 2022	Class	83 hours
140038	June 2025	Class	69 hours
140102	September 2021	Volume	190 hours
140102	July 2024	Class	76 hours
140125	October 2023	Class	72 hours
140131	October 2022	Class	86 hours
140131	February 2025	Class	53 hours

Seven counts, 629 hours of measurement across four locations. Everything between them is interpolation. That is how state traffic data works. It is a real limit on precision rather than a defect in any one figure.

The stations have longer histories than that. NYSDOT also records counts at 140102 in 2020, 2016, 2013 and 2010; at 140125 in 2020, 2019, 2017, 2013 and 2010; at 140038 in 2020 and 2017; and at 140131 in 2020 and 2012. Those predate the cameras and do not inform the years used here, but they show the series is not built on a single visit.

Which published years are measured and which are interpolated

NYSDOT labels every published year Actual or Estimated. For the years used in this exhibit:

Station	2021	2022	2023	2024	2025
140038	Estimated	**Actual**	Estimated	Estimated	**Actual**
140102	**Actual**	Estimated	Estimated	**Actual**	Estimated
140125	Estimated	Estimated	**Actual**	Estimated	Estimated
140131	Estimated	**Actual**	Estimated	Estimated	**Actual**

The headline figure uses the 2025 column, where two of the four are Actual. The year-by-year cross-check draws on the whole grid, where seven of the twenty values are Actual. Neither method rests entirely on measured years, and the labels are reproduced here so that a reader can see exactly which values are which.

Years that are partial or carried forward

2021 contributes 92 days, from October 1. **2026** contributes 322 days, and **no 2026 count has been published for any of these stations**, so the 2025 figure is carried forward across that span. Together, 414 of the 1,875 days, or 22 percent of the period, rest on a partial year and a carried-forward figure.

What this does not measure

This estimates **vehicle passages**, not confirmed plate reads. They are not the same thing. A camera can fail to read a plate because of weather, speed, angle, obstruction, or a plate that is dirty or missing. The actual number of successful reads is a figure only Flock and the Town can produce. Nothing here should be taken as a count of reads.

It also does not distinguish repeat passages. A resident commuting past the same reader twice a day appears in the count twice, which is accurate for passages but overstates the number of distinct vehicles.

How wrong could this be

The right way to read this figure is as an order of magnitude, not a precise count. Reducing the estimate across the board gives:

If the estimate is reduced by	The total would be
10%	58,169,812
25%	48,474,844
50%	32,316,562
75%	16,158,281

The estimate would have to be reduced by more than 84 percent to fall below ten million. Put another way, the figure is about six and a half times that threshold.

These are illustrative reductions, not a confidence interval. No statistical confidence interval is offered here, because establishing one would require the underlying NYSDOT estimation records rather than the published figures.

The conclusion does not depend on which of those is right. On any of them, tens of millions of vehicles have passed these readers.

What would settle it

One record. The detection data, which reports actual reads per camera. I requested it on July 27, 2026. Under the thirty-day retention setting, the months in question would ordinarily have expired before the response period under the Freedom of Information Law had run. I have no record confirming deletion, only the retention setting the Town publishes.

Whether the Town itself could ever see that figure is unresolved, and I do not claim it could. The data sits on the vendor’s systems. Section 1.12 of Flock’s current terms defines reports and analyses generated through the service as Flock Property, with no right granted to export or retain copies, and Section 4.1 limits access to the web interface during the retention period. I asked the Attorney to the Town on September 4, 2026 whether the agreement gives the Town a contractual right to a complete audit record and whether the Town has ever requested one. I have had no answer.

So the position is this. A number exists, or existed, describing how much this system collected. It

is not in any Town record. It may never have been available to the Town at all. The estimate in this document is what can be built without it.

Sources

Camera locations and directions: Resolution 40-2025, adopted by the Town Board February 19, 2025.

Traffic counts: New York State Department of Transportation Traffic Data Viewer, most recent published count year. Each station record can be opened directly:

Station	Used for	Link
140038	Camera 01, Sewer Treatment Plant	nysdottrafficdata.drakewell.com/sitedashboard.asp?node=NYSDOT_SC&cosit=140038000000
140102	Camera 02, Genet School	nysdottrafficdata.drakewell.com/sitedashboard.asp?node=NYSDOT_SC&cosit=140102000000
140125	Camera 03, Hewitt’s	nysdottrafficdata.drakewell.com/sitedashboard.asp?node=NYSDOT_SC&cosit=140125000000
140131	Camera 04, Grandview Drive	nysdottrafficdata.drakewell.com/sitedashboard.asp?node=NYSDOT_SC&cosit=140131000000
145030	**Rejected**, Grandview Dr to dead end	nysdottrafficdata.drakewell.com/sitedashboard.asp?node=NYSDOT_SC&cosit=145030000000

The rejected station is listed so the matching decision can be checked as readily as the figures.

Camera coordinates, used for distance measurement only: DeFlock, a public crowdsourced automated license plate reader map built on OpenStreetMap, at https://maps.deflock.org/. These are volunteer-contributed and are not Town-published figures. All five locations were visited, photographed and confirmed against a handheld GPS fix on November 16, 2026. Photographs are available on request.

Contract and installation dates: the agreement, amendments and invoices produced by the Town under the Freedom of Information Law on August 24, 2026.

Search counts: the Town’s Flock transparency portal at transparency.flocksafety.com/east-greenbush-ny-pd, and haveibeenflocked.com, which aggregates other agencies’ published Flock

audit files.

Submitted to the Town Board on 18 November 2026, ahead of its vote. An earlier version was submitted for the public hearing of 16 September 2026, which the Board called by Resolution 176-2026.

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Appendix: Source Material

Every figure in the exhibit is reproduced below from its source, so that each number in the table can be checked against the screen it came from.

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1. The camera locations, from the Town's own resolution

Resolution 40-2025, adopted by the Town Board on February 19, 2025, names the five locations:

> Eastbound Turnpike at Sewer Treatment Plant Northbound Genet School and Route 4 Route 4 at Hewitt's Southbound Troy Road at Grandview Drive Westbound 3rd Avenue Extension at Krey Boulevard

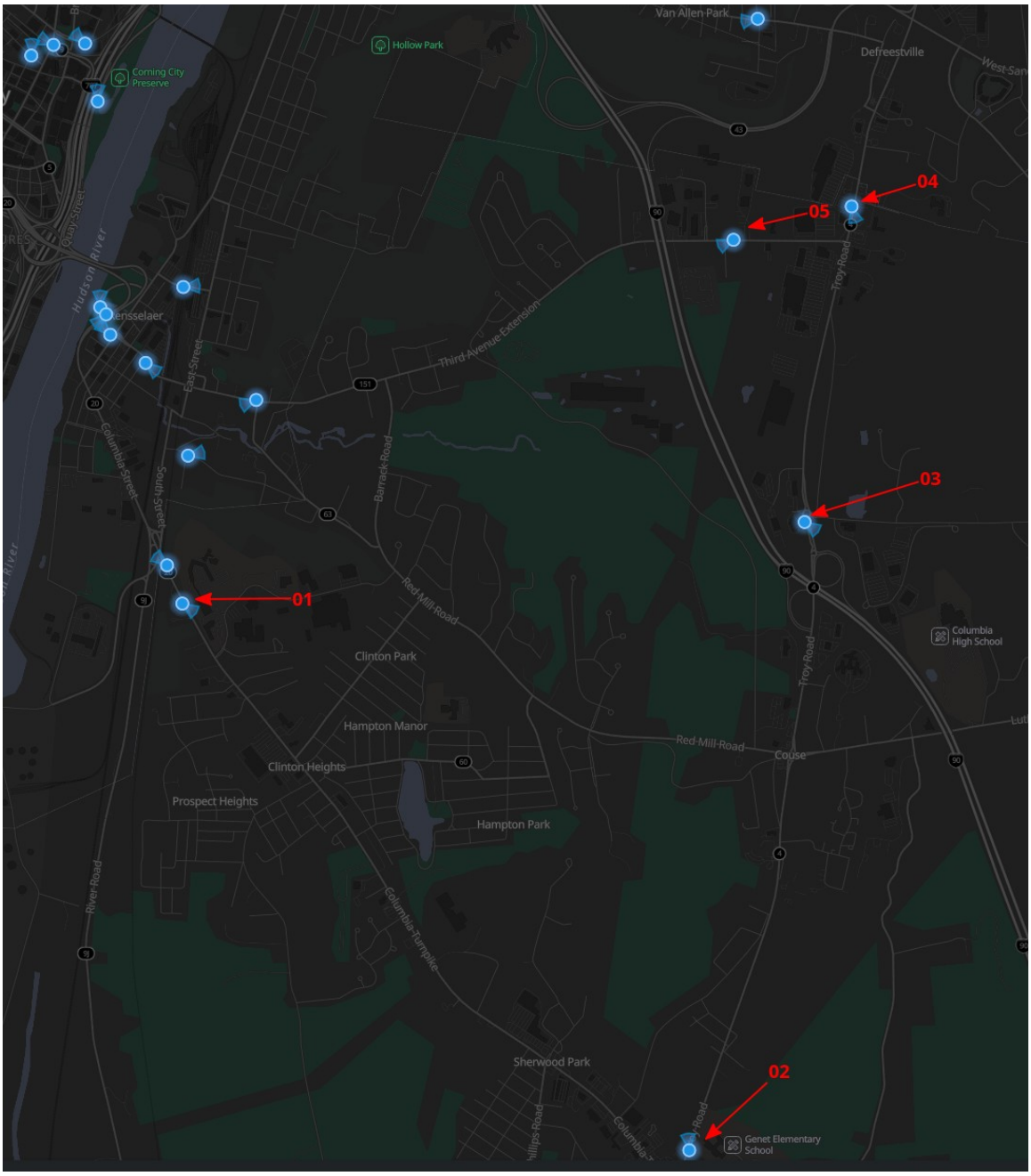
Four entries state a direction of travel. "**Route 4 at Hewitt's**" **does not.**

The resolution was moved by Councilor Nestler and seconded by Supervisor Conway. Councilors Kennedy and McHugh were recorded absent. It passed three to nothing.

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2. Camera positions, DeFlock

DeFlock is an open-source, volunteer-maintained map of automated license plate readers built on OpenStreetMap. It is not a government or vendor source, and it is used here only to supply coordinates for distance measurement. Which cameras exist, and where the Town placed them, comes from the resolution above.



The five East Greenbush readers are numbered 01 to 05. The numbers are mine, added for reference in this document; DeFlock does not number them. The unnumbered markers are in the City of Rensselaer and neighbouring jurisdictions and are not part of this count.

The map is at `https://maps.deflock.org/`. Each camera's coordinates are listed below, so any single location can also be checked against a mapping service of the reader's choosing.

The five cameras

Camera 01 - the sewer plant camera

> **Resolution 40-2025:** “Eastbound Turnpike at Sewer Treatment Plant”
> **Coordinates:** 42.6267889, -73.7417097
>
> Columbia Turnpike (US 9/20) opposite the wastewater treatment plant, reading eastbound traffic approaching East Greenbush from Albany.

Camera 02 - Genet School

> **Resolution 40-2025:** “Northbound Genet School and Route 4”
> **Coordinates:** 42.6005802, -73.7086536
>
> Troy Road (US 4) at Genet Elementary School, reading northbound traffic. 66 ft from the school property corner and 203 ft from the school vehicle entrance.

Camera 03 - Hewitt’s, or the I-90 camera

> **Resolution 40-2025:** “Route 4 at Hewitt’s” - no direction stated
> **Coordinates:** 42.6306937, -73.7011293
>
> Troy Road (US 4) at the I-90 interchange, opposite Hewitt’s Garden Center, beside a public sidewalk and a marked pedestrian crossing. Columbia High School, 962 Luther Road, lies to the southeast.

Camera 04 - Grandview

> **Resolution 40-2025:** “Southbound Troy Road at Grandview Drive”
> **Coordinates:** 42.6458133, -73.6980601
>
> Troy Road (US 4) at Grandview Drive, reading southbound traffic. Grandview Drive is a dead end, recorded by NYSDOT as “GRANDVIEW DR from US 4 to DEAD END,” and is the only road access to Woodland Hill Montessori School.

Camera 05 - Krey Boulevard

> **Resolution 40-2025:** “Westbound 3rd Avenue Extension at Krey Boulevard”
> **Coordinates:** 42.6442146, -73.7057620
>
> Third Avenue Extension, approximately 150 ft east of the end of Patroon Lane. Patroon Lane, not Krey Boulevard, is the nearest intersection to the device.

All five locations were visited on November 16, 2026. Each was photographed and a handheld GPS fix taken. The closest fix to the mapped coordinate was 10 ft at Grandview and 12 ft at

Genet School; cameras 01, 03 and 05 were photographed from 23, 99 and 215 ft respectively. Camera 05 is the only one of the five for which NYSDOT publishes no traffic count, and it is excluded from the totals in this exhibit.

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3. Station 140038, matched to Eastbound Turnpike at Sewer Treatment Plant



Eastbound AADT applied: 7,679.

Published AADT by year at this station:

2017	2018	2019	2020	2021	2022	2023	2024	2025
19,044	19,009	18,962	14,107	16,845	16,481	18,779	19,275	16,403

The 2023 and 2024 counts exceed the 2025 figure used.

The full station record as published:



4. Station 140102, matched to Northbound Genet School and Route 4



Northbound AADT applied: 6,117.

Published AADT by year at this station:

2017	2018	2019	2020	2021	2022	2023	2024	2025
15,362	15,344	15,300	11,740	13,902	13,325	15,152	13,279	13,166

The full station record as published:



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5. Station 140125, matched to Route 4 at Hewitt's



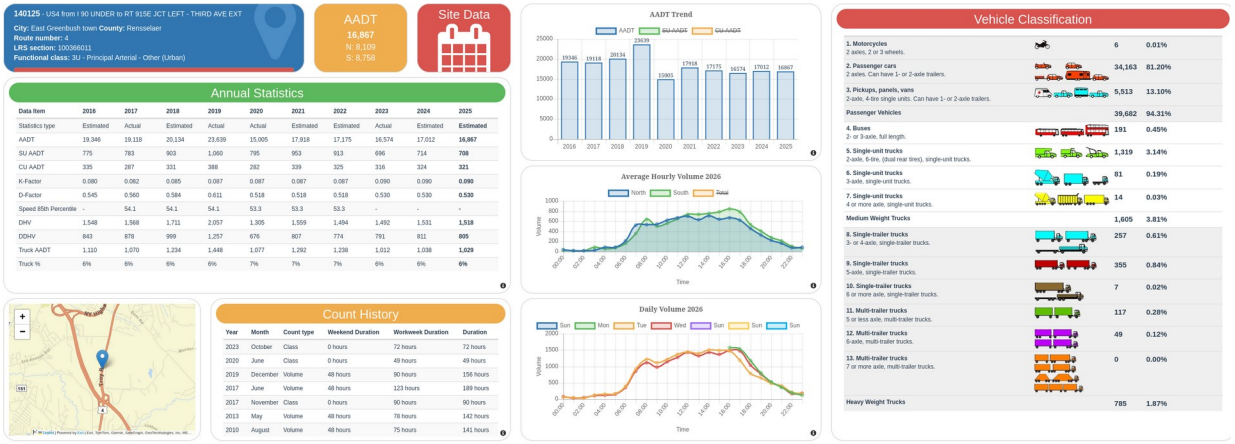
The resolution states **no direction** for this camera. The lower of the two directional counts is therefore applied: **northbound 8,109**, against southbound 8,758.

Had the higher figure been used, the exhibit total would be 65,850,000 rather than 64,633,125.

Published AADT by year at this station:

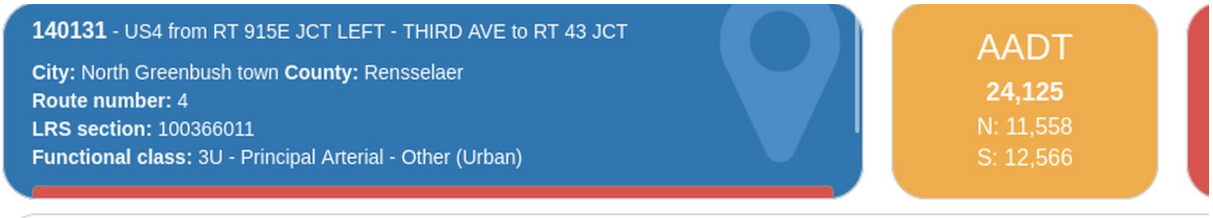
2017	2018	2019	2020	2021	2022	2023	2024	2025
19,118	20,134	23,639	15,005	17,918	17,175	16,574	17,012	16,867

The full station record as published:



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6. Station 140131, matched to Southbound Troy Road at Grandview Drive



Southbound AADT applied: 12,566.

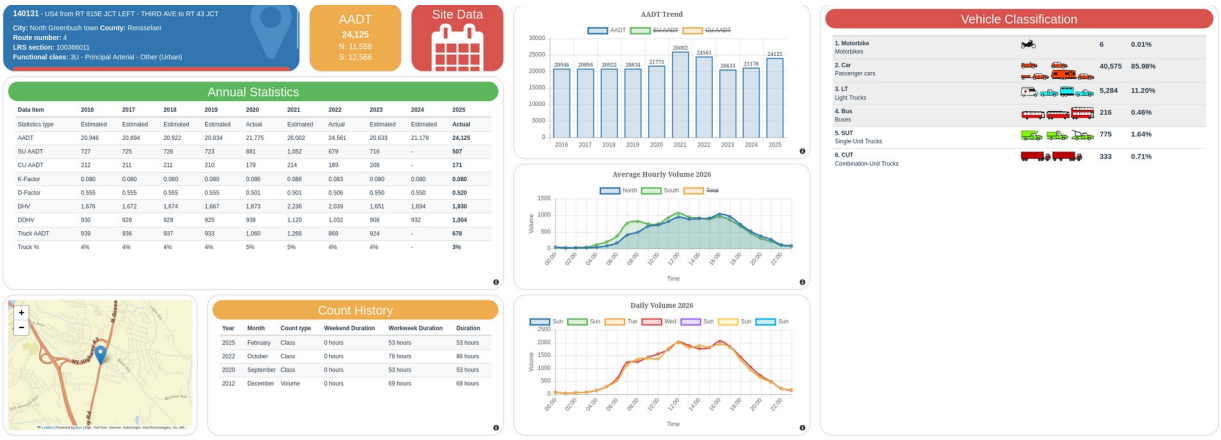
Published AADT by year at this station:

2017	2018	2019	2020	2021	2022	2023	2024	2025
20,894	20,922	20,834	21,775	26,002	24,561	20,633	21,178	24,125

The 2021 and 2022 counts exceed the 2025 figure used.

NYSDOT lists this station under North Greenbush town. The segment it measures runs along Route 4 from Third Avenue Extension north to the Route 43 junction, and the camera sits within that segment.

The full station record as published:

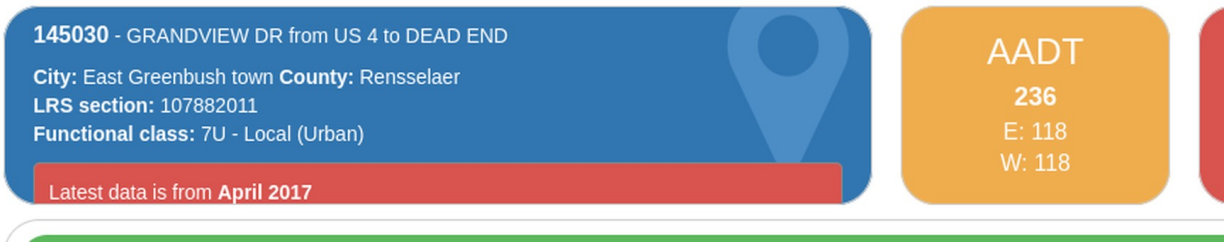


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7. Why the nearest station was not used for camera 04

NYSDOT maintains a separate count point on Grandview Drive itself, **station 145030**. The state's own description of it is:

> GRANDVIEW DR from US 4 to DEAD END



Four things in the state's record of this station rule it out as a match for camera 04:

	Station 145030, Grandview Dr	**Station 140131, Route 4**
Functional class	7U, Local (Urban)	3U, Principal Arterial (Urban)
2025 AADT	236, split 118 each way	24,125, split 11,558 N / 12,566 S
85th percentile speed	21.9 mph	not published
Buses recorded	0	216
Most recent field count	**April 2017**	February 2025

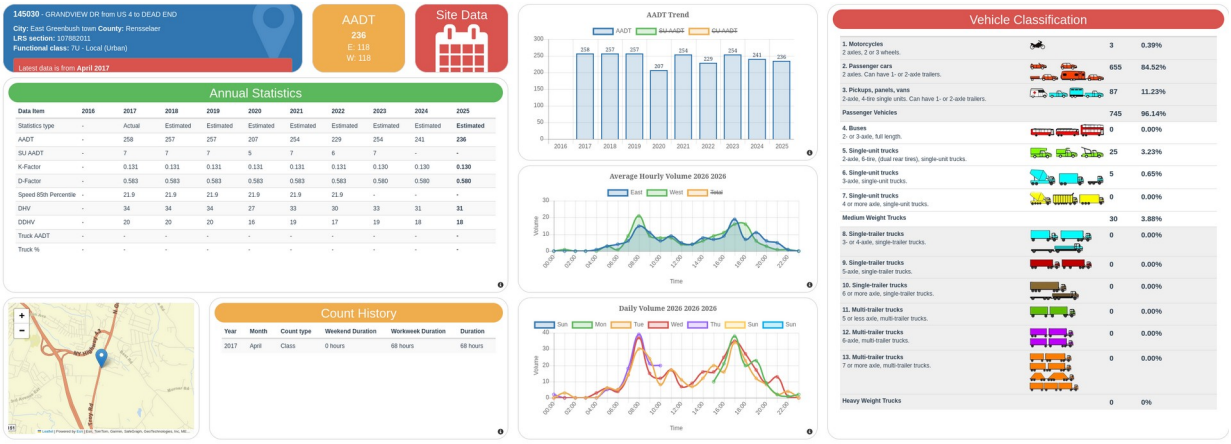
The station also carries a notice reading "Latest data is from April 2017." Its single field count predates the cameras by four years, and every year since is interpolated.

Resolution 40-2025 places camera 04 on Troy Road, which is Route 4, watching southbound traffic.

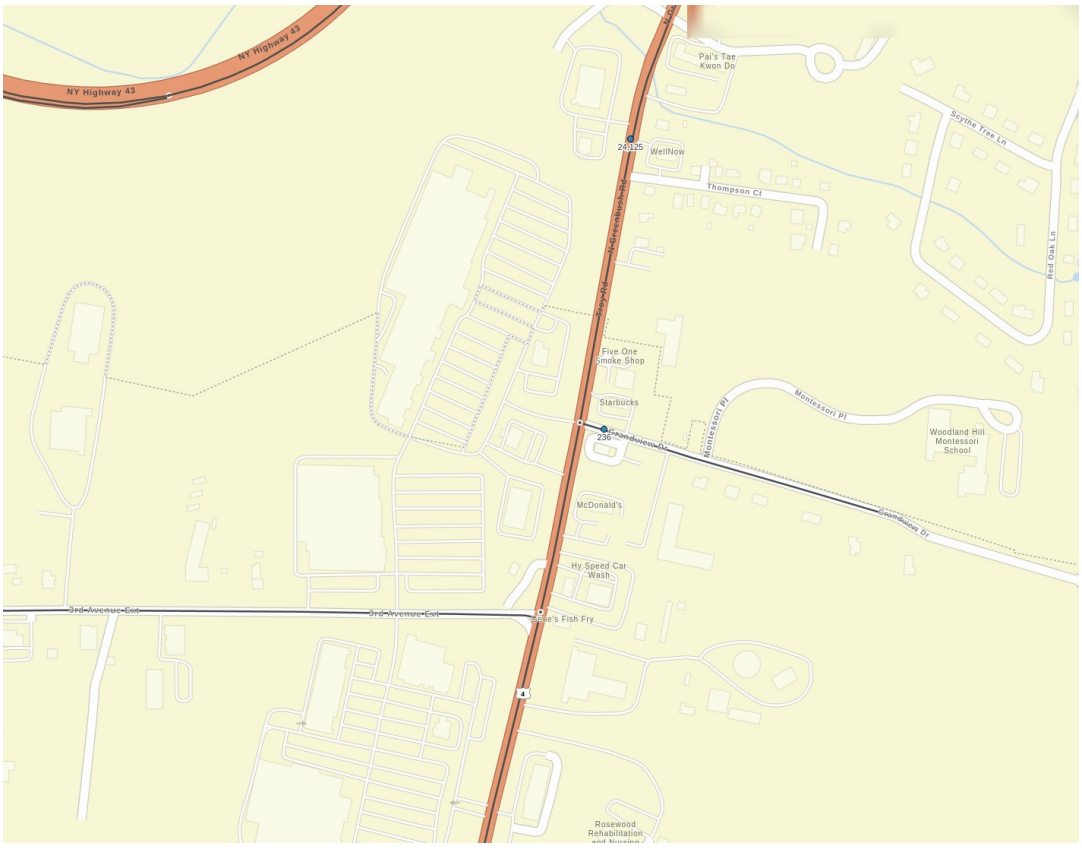
The test applied is segment containment, not distance. Station 140131 measures Route 4 from Third Avenue Extension north to the Route 43 junction. The Grandview Drive intersection falls inside that segment. Its map marker is plotted north of the camera, but a count station represents a length of roadway rather than a single point, and no major intersection lies between the camera and that marker.

Had the nearer station been used, camera 04's five-year figure would have come out at roughly 221,000 rather than 23,561,250.

The full station record as published:



The two count points as they appear on the map, the Grandview Drive point at 236 and the Route 4 point at 24,125:



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8. No 2026 counts exist

NYSDOT has published no 2026 count for any of these four stations. The count history panels above end at 2025. The 2025 figure is therefore carried across the 322 days of 2026 that fall within the period, which is 17.2 percent of the total. That is the largest single assumption in the exhibit, and it is the reason the exhibit also reports a year-by-year cross-check.

What is not reproduced here, because it does not exist

No count station for camera 05. NYSDOT publishes no data for 3rd Avenue Extension at Krey Boulevard, so a camera the Town itself placed on that road contributes nothing to the total.

No locations for the four cameras that were removed, and no date of removal. They appear in no Town record produced to me.

No plans or maps. Resolution 40-2025 refers to “the plans/maps and other documents related to the above-mentioned project.” None has been produced.

No Law Enforcement Equipment Application or Agreement with NYSDOT. The resolution directs the Clerk to transmit a certified copy of it for inclusion in such an application. No application, agreement or NYSDOT approval has been produced.

Sources. Traffic counts from the New York State Department of Transportation Traffic Data Viewer, nysdottrafficdata.drakewell.com. Camera coordinates from DeFlock, maps.deflock.org. Resolution 40-2025 from the approved Town Board minutes of February 19, 2025.

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