

# ZONING BOARD OF APPEALS

## TOWN OF HOPEWELL

2716 County Rd 47 – Canandaigua – NY 14424  
585-394-0036 ext. 8 – [www.townofhopewell.org](http://www.townofhopewell.org)

Minutes – July 20, 2020

Present: Chairman Rich Vienna, Grace Perry, Bob Price, Mickie Kelly, Shawn Cotter, CEO Norm Teed, Kevin McIntee (MRB), James Kramer, Sara Benham, Tim Vaughan, Jeff Wood, Narina Schulz, Joseph Kurmansky

Phone Call-in: Lance Brabant MRB, Stacey Gray (ZBA member)

### WORKSHOP 6:30 p.m.

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Chairman Rich Vienna opened the meeting at 7:00 p.m.

ZBA Roll Call: Robert Price, Richard Vienna, Grace Perry, Mickie Kelly

#### **General Business: June 15, 2020 Minutes**

Mickie Kelly moved to approve June 15, 2020 minutes as presented, seconded by Bob Price. Motion carried unanimously.

**Privilege of the Floor:** No one from the public spoke.

#### **Continuation of Public Hearing for: Emily Jeffery – TM #99.00-1-56.000 – (Lincoln Hill Rd.)**

##### **Variance Applications PZ-2019-038, 2019-039, 2019-040**

- Lot #2 – Proposed lot width of 45.00' where 150' is required
- Lot #3 – Proposed lot width of 50.72' where 150' is required
- Lot #4 – Proposed lot width of 30.00' where 150' is required

Tim Vaughan - 3464 Lincoln Hill Rd – Mr. Vaughan directed a question to CEO Teed concerning the Emily Jeffery subdivision/variance application and asked if the application is affected since Mrs. Jeffery is no longer property owner of the property, and the property has been transferred to other individuals.

CEO Teed stated he has spoken and verified with the Town's attorney and has been informed that in many cases, applications before Planning Boards and Boards of Appeals often have transfer of ownership during application processing, and transfer of ownerships has no bearing on applications already before the boards.

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Narina Schulz presented videos to the Board concerning the possibility of the shared driveway for the proposed application and commented on the 40-mph speed limit and concerns for cars stopping in time during normal and adverse weather conditions prior to the driveway. Ms. Schulz further added walking on the shoulder of the road has dangerous blind spots. (*Links listed below for videos presented.*)

<https://www.youtube.com/watch?v=F56tBZWJnvY>

<https://www.youtube.com/watch?v=Hp3GjQEvf6o>

Ms. Schulz submitted paperwork for Vehicle Stopping Distance and Time to the Board. (*Attached to final minutes.*)

Tim Vaughan stated the slope of the hill on Lincoln Hill Rd. does exacerbate the ability to stop, and showed the Board a video from his phone concerning so.

Kevin McIntee (MRB) stated for the record that Ms. Schulz submitted an e-mail 6/16/2020 with 5 attachments for Planning Board and ZBA review. (*Copies of the submittals are available for public review through the Code Enforcement Office*)

**join.me/call-in** : No one from the public was on-line during the meeting.

Lance Brabant of MRB was available during the call-in and ZBA member Vice Chair Stacey Gray listened on-line in order to be informed of comments during the meeting. (*Ms. Gray is currently under state mandatory two-week COVID-19 isolation due to recent work travel outside of NYS.*)

There were no further comments from the public.

Chairman Vienna stated the Planning Board, designated as Lead Agency, has not yet completed SEQR for the Jeffery application and therefore, the ZBA is not able to move forward with the variance applications process at this time. Therefore, the public hearing will continue to the August 17, 2020 ZBA meeting.

**Grace Perry moved to continue the Public Hearing for Jeffery variance applications PZ-2019-038, PZ-2019-039, PZ-2019-040 for, Monday, August 17<sup>th</sup> at 7:00 p.m.. Seconded by Bob Price. Motion carried.**

Mickie Kelly moved to adjourn, seconded and carried. Meeting adjourned at 7:20 p.m.

Submitted by: Shawn L Cotter - August 17, 2020

# Vehicle Stopping Distance and Time

Highway traffic and safety engineers have some general guidelines they have developed over the years and hold now as standards. As an example, if a street surface is dry, the average driver can safely decelerate an automobile or light truck with reasonably good tires at the rate of about 15 feet per second (fps). That is, a driver can slow down at this rate without anticipated probability that control of the vehicle will be lost in the process.

The measure of velocity is distance divided by time (fps), stated as feet per second. The measure of acceleration (or deceleration in this case) is feet per second per second. That assumes a reasonably good co-efficient of friction of about .75; better is .8 or higher while conditions or tire quality might yield a worse factor of .7 or lower.

No matter the velocity, that velocity is reduced 15 fps every second. If the initial velocity is 60 mph, 88 fps, after 1 second elapsed, the vehicle velocity would be 73 fps, after 2 seconds it would be 58 fps decreasing progressively thereafter. For the true mathematical perfectionist (one who carries PI to 1000 decimal places), it would have been technically correct to indicated the formula is 'fpsps' rather than 'fps', but far less understandable to most drivers. Since at speeds of 200 mph or less, the difference from one method to the other is in thousandths of seconds, our calculations in these examples are based on the simple fps calculations.

Given the previous set of conditions, it would mean that a driver could stop the described vehicle in a total of 6.87 seconds (including a 1 second delay for driver reaction) and your total stopping distance would be 302.28 feet, slightly more than a football field in length!

Virtually all current production vehicles' published road braking performance tests indicate stopping distances from 60 mph that are typically 120 to 140 feet, slightly less than half of the projected safety distances. While the figures are probably achievable, they are not realistic and certainly not average; they tend to be misleading and to those that actually read them, they create a false sense of security.

By increasing braking skills, drivers can significantly reduce both the time it takes to stop and the distance taken to stop a vehicle. Under closed course conditions, professional drivers frequently achieve 1g deceleration (32 fpsps) or better. A reasonably skilled driver could easily get deceleration rates in excess of 20 fpsps without loss of control. It is very possible and probable that with some effort, the driver that attempts to be aware of braking safety procedures and practices can and should get much better braking (safely)

REV  
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Stopping Distances for Dry Pavement/Road

Speed	Thinking Distance 2	Braking Distance	Overall Stopping Distance	Comparisons
20 mph	20 feet	20 feet	40 feet	
30 mph	30 feet	45 feet	75 feet	
<b>40 mph</b>	<b>40 feet</b>	<b>80 feet</b>	<b>120 feet</b>	
50 mph	50 feet	125 feet	175 feet	
60 mph	60 feet	180 feet	240 feet	
70 mph	70 feet	245 feet	315 feet	(USA = "Touchdown !")

Stopping Distances for Wet Pavement/Road

Speed	Thinking Distance 2	Possible Braking Distance	Overall Stopping Distance Can Be	Comparisons
20 mph	20 feet	40 feet	60 feet	
30 mph	30 feet	90 feet	120 feet	
<b>40 mph</b>	<b>40 feet</b>	<b>160 feet</b>	<b>200 feet</b>	
50 mph	50 feet	250 feet	300 feet	(USA = Touchdown !)
60 mph	60 feet	360 feet	420 feet	
70 mph	70 feet	490 feet	560 feet	
80 mph	80 feet	640 feet	720 feet	Almost two and a half American Football fields 3

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