

5 **UTAH PASSENGER ROPEWAY SAFETY COMMITTEE MEETING**

6 **July 14, 2014**

7 **Snowbird Hidden Peak**
8 **Snowbird, Utah**

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11 Committee Members present: Onno Wieringa, Chair
12 John Barlow, Vice Chair
13 Steve Thygerson, Board Member
14 Curt Panter, Board Member
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16 Attended by phone: Jan Leonard, Board Member
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18 Members absent: Robert Hull, Ex-officio Member
19 Spencer Chipping, Board Member
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21 Transportation Commission: Wayne Barlow, Commissioner
22
23 Staff: Brian Allen
24
25 Others present: Rich Taxwood, Snowbird
26 Scott Pierpont, Doppelmayr
27 Mark Neff, Powder Mountain
28 Jeff West, Beaver Mountain
29 Patrick McLane, PCMR
30 Shawn Marquardt, Doppelmayr
31 Mike Offret, Canyons
32 Jeff Miller, Deer Valley
33 Travis Seeholzer, Beaver Mountain
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36 **CALL TO ORDER**

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38 The meeting was called to order at 1:15 pm. The Committee appreciates the continued
39 support from area operators, manufacturers, as well as interested parties by being present at these
40 meetings.
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43 **I. REVIEW AND APPROVAL OF MINUTES**

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45 After a review of the minutes taken May 12, 2014, a motion was made by John Barlow and
46 seconded by Steve Thygerson to approve the minutes with the noted changes. The motion passed
47 unanimously.
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6 **II. AIR SPACE INTERPRETATION**
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8 A new building is being constructed near the top of the Snowbird Aerial Tram. When
9 reviewing the location it appears that the moving haul rope is over 35 feet from the building.
10 The track ropes and the bollards are located approximately 27 feet from the building.
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12 The air space is defined as “the area bounded by vertical planes commencing at a point
13 thirty-five (35) feet from the intersection of the vertical planes of the ropes or cables and ground
14 surface.”
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16 When evaluating the air space of a detachable lift Brian Allen measures from the haul
17 rope. This potentially leaves a building within 35 feet of the terminal structure and the
18 equipment in the turn around, but the building is not considered to be in the air space. His
19 question is if the bollards and track ropes should be considered to be similar to the detachable
20 terminal structure, or if it should be considered to be similar to the haul rope. One interpretation
21 would require an air space exception for the new building and the other interpretation would not
22 require an exception.
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24 The Committee discussed the distances. They also discussed the issues involved with the
25 construction of the building and the anticipated use of equipment being operated near the Tram.
26 The future location of a crane was discussed. Snowbird employees meet regularly with the
27 contractor and at this time it appears that no building materials will be lifted over the tram
28 terminal in the construction of the new building. The bollards are covered by decks, and direct
29 contact from construction is unlikely.
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31 The fire ratings of the new building were also discussed. The Forest Service related that
32 an architectural review had identified their opinion that the top Tram terminal should be
33 considered an occupied building because of the number of passengers that Tram transports. Salt
34 Lake County had previously identified the Tram terminal as equipment. The shell of the Tram
35 terminal is a wood frame with a cement board type siding attached. The structural support of the
36 Tram is steel.
37

38 Snowbird is interested in knowing if the Committee had concerns that need to be
39 addressed at this time or that would affect the location of the building next to the Tram terminal.
40 After the discussion the Committee members participating decided that no action was necessary
41 at this time. Snowbird will continue to work with Brian Allen as the construction proceeds.
42 When the foundations are in place, or if questions arise, the Committee will address if any
43 additional protection of the bollards or track ropes is necessary.
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45 It was suggested that when the administrative rules are revised the reference definition of
46 “ropes or cables” needs to be included. Possibly the word “cable” is removed and just “rope” is
47 clearly defined.
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5 **III. MEMORANDUM OF UNDERSTANDING - USFS**
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7 Recently we realized the MOU we have with the Forest Service had expired. The Committee
8 discussed several items relating to the MOU, the productive relationship that exists with the Forest
9 Service, the adoption of Governing Standards, incident reporting, and fact that we didn't notice that
10 the agreement had expired for so long. It was decided that we would look more into the details of
11 the agreement and discuss it at a future meeting.
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14 **IV. FOREST SERVICE / STAFF / AREA UPDATES**

15 Updates:

16 Brighton has installed smoke detection in each motor room that will sound in the
17 adjacent operator station. In the installation it was noted that the temperature range on these
18 detectors was 40 – 100 degrees Fahrenheit. Both extremes will be exceeded at times, and
19 Brighton will watch to see what the effect is on the detectors this winter.
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22 **V. SAFETY TOPIC / OPEN DISCUSSION / QUESTIONS**
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