

UTAH PASSENGER ROPEWAY SAFETY COMMITTEE MEETING

May 11, 2015

**UDOT Complex
Salt Lake City, Utah**

Committee Members present: John Barlow, Vice Chairman
Steve Thygerson, Board Member
Jan Leonard, Board Member
Curt Panter, Board Member
Robert Miles, Ex-officio Member

Transportation Commission: Wayne Barlow, Commissioner

Members absent: Onno Wieringa, Chairman
Spencer Chipping, Board Member

Staff: Brian Allen

Others present: Jeff Miller, Deer Valley Resort
Travis Seeholzer, Beaver Mountain
Jeff West, Beaver Mountain
Dal Freeman, Lagoon
Ben Ahern, Snowbasin
Steven LaRue, Snowbasin
Clyde Wiessner, Vail Resorts
Pat McLane, PCMR
Mike Offret, Canyons
Paul Ehlert, Doppelmayr

CALL TO ORDER

The meeting was called to order at 1:00 pm. The Committee appreciates the continued support from area operators, manufacturers, as well as interested parties by being present at these meetings.

I. REVIEW AND APPROVAL OF MINUTES

After a review of the minutes taken February 9, 2015, a motion was made by Steve Thygerson and seconded by Jan Leonard to approve the minutes with the noted changes. The motion passed unanimously.

6 **II. ANNUAL EXCEPTIONS – ANSI B77.1**
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8 There are two lifts with exceptions to the ANSI B77.1 standard.
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10 The Lagoon Sky Ride has an exception relating to the evacuation drive relying on the
11 mechanical integrity of the primary drive system. The lift uses hydraulic systems for the primary
12 and evacuation drives. This issue was reviewed, including that the evacuation drive may not
13 actually rely on the primary drive any more than most lifts rely on some shared mechanical
14 components. It was decided that the Committee would review the actual functioning of the
15 system at a future meeting. Jan Leonard made a motion to approve the current exception for
16 another year, John Barlow seconded the motion, and it passed unanimously.
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18 The Rustler Lodge lift at Alta is operated with only a bottom operator. The lift operator
19 can see the entire lift line, a camera is located so the operator always has a clear view of the
20 unloading ramp, and two photo eyes are used to stop each loaded chair on the top ramp. After a
21 brief review of the lifts setup and operation John Barlow made a motion to approve the exception
22 for another year, and Jan Leonard seconded the motion. The motion passed unanimously.
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25 **III. ANNUAL EXCEPTIONS – AIR SPACE**
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27 There are 5 air space exceptions:
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- 29 • Park City Mountain Resort; Crescent Lift: The lift crosses over the Alpine Coaster bridge.
30 The bridge has netting to protect the coaster passengers from having anything fall on them.
31 The ANSI vertical clearance requirements are all complied with.
- 32 • Snowbird; Peruvian Lift: The bottom terminal is adjacent to the Mountain Coaster bottom
33 terminal. Railings are used to separate coaster passengers from crossing into the lift terminal
34 area. The ANSI horizontal clearances are all complied with.
- 35 • Canyons; Frostwood Gondola: A condominium building is located in the air space. The
36 buildings fire alarm system is wired into the bottom lift operator's enclosure. The lift
37 complies with the ANSI horizontal clearance requirements.
- 38 • Canyons; Sunrise Lift: A condominium building is located in the air space. The buildings
39 fire alarm system is wired into the bottom lift operator's enclosure. The lift complies with
40 the ANSI horizontal clearance requirements.
- 41 • Canyons; Red Pine Gondola: A temporary summer use structure is located in the air space.
42 The structure is set up each year by resort employees in accordance with the manufactures
43 requirements. The structure is inspected periodically to insure the integrity of the
44 installation. The lift complies with the ANSI horizontal clearance requirements.
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46 Following a brief review and discussion of the exceptions Steve Thygerson made a motion to
47 approve the 5 exceptions for another season. Curt Panter seconded the motion. It passed
48 unanimously.
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5 **IV. ANNUAL EXPCETIONS – ANSI B77.2**

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7 The funicular at the St Regis has 2 exceptions to the current ANSI B77.2 standard. They are
8 for the automated operation of the funiculars, and the deceleration rate of the carrier brakes that set if
9 the haul rope does not maintain tension. Each of these exceptions was reviewed. When ANSI
10 B77.2-2015 is established as the governing standard in Utah these exceptions will no longer be
11 required. The new standard has provision that allow for automated operation. The new standard
12 does not specify a deceleration rate for the carrier brakes. At this time we are uncertain when we
13 will be able to obtain printed copies of the standard and then complete the rulemaking and
14 administrative rules process to establish the ANSI B77.2-2015 as the governing standard in Utah.
15 Following a brief review and discussion of the exceptions Jan Leonard made a motion to approve the
16 2 exceptions for another season. John Barlow seconded the motion. It passed unanimously.
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18 Following the approval of the exceptions questions were asked about the completeness and
19 resort signatures on the paperwork. Brian Allen indicated that he would find the correct completed
20 form for the automated operation of the funicular. The discussion included questions about if the
21 resorts should be signing and submitting these exceptions for review each year, or if it was
22 acceptable for Brian Allen to automatically bring up the exceptions for review. It was decided that
23 Brian Allen would get the opinion of the counsel assigned to the Committee about the issue and
24 provide a response at a future meeting.
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27 **V. FOREST SERVICE / AREA UPDATES**

28 Updates:

29 The ski areas and manufacturer’s updated those present on current activities and
30 issues. At PCMR the Motherlode fixed grip triple is being removed and the King Con
31 detachable quad is being relocated to that location. A new 6 passenger detachable is being
32 installed at the King Con location. A new gondola is being installed to connect PCMR and
33 Canyons resorts.
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35 Solitude is replacing the Summit fixed grip double with the new detachable quad lift.
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38 **VI. SAFETY TOPIC / OPEN DISCUSSION / QUESTIONS**

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40 Smoke Alarms – John Barlow gave an update on the smoke alarms that Brighton
41 installed in each lift terminal. While ski lift terminals experience temperatures outside the stated
42 operating range of the detectors, Brighton found that each time the alarms were tested they
43 functioned correctly. When the smoke detectors are constantly operated on batteries, because
44 some lift terminals do not have power, they beep periodically to indicate that they are operating
45 in a battery mode. This caused some batteries to be removed by resort personnel.
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