

1 **Approved: September 17, 2015**

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4 **UTAH PASSENGER ROPEWAY SAFETY COMMITTEE MEETING**

5
6 **August 3, 2015**

7 **Lagoon Annex Conference Room**
8 **Farmington, Utah**

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11 Committee Members present: John Barlow, Vice Chairman
12 Curt Panter, Board Member
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14 Committee Members attending by phone: Onno Wieringa, Chairman
15 Jan Leonard, Board Member
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17 Members absent: Steve Thygerson, Board Member
18 Spencer Chipping, Board Member
19 Robert Miles, Ex-officio Member
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21 Transportation Commission: Wayne Barlow, Commissioner
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23 Staff: Brian Allen
24
25 Others present: Jeff Miller, Deer Valley Resort
26 Rich Taxwood, Snowbird
27 Mark Neff, Powder Mountain
28 Mike Doyle, Brighton
29 Zach Doyle, Brighton
30 Dustin Allen, Lagoon
31 Andre Meacham, Lagoon
32 Jimmy Sunlight, Lagoon
33 Steven LaRue, Snowbasin
34 Josh Church, Alta
35 Pat McLane, Park City
36 Lee Reinhardt, Park City
37 Paul Ehlert, Doppelmayr
38 Shawn Marquardt, Doppelmayr
39 Jeremy Gonzales, Sundance
40 Kyle Bluemel, Sundance
41 Mike Palfreyman, Sundance
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5 **CALL TO ORDER**
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7 The meeting was called to order at 11:00 am. The Committee appreciates the continued
8 support from area operators, manufacturers, as well as interested parties by being present at these
9 meetings, and thanked Lagoon for hosting the meeting and for the tour of the new coaster.
10

11 Today there will be two members attending at the meeting location, and two members calling
12 in to attend by phone. Jan Leonard is still traveling and will call in soon. Agenda items 1 thru 3
13 require a quorum to complete, so we will skip to agenda item 4 and proceed until Jan is available.
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16 **IV. Stop Gates – Foot Passengers on detachable lifts**
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18 Recently a resort asked for clarification on the requirement for a stop gate on a
19 detachable lift operating for summer foot passengers. Because sections 3 and 4 of the ANSI
20 standard have different language for stop gates Brian Allen wanted a discussion to determine if
21 detachable lifts had stop gate related safety concerns that should be addressed when operating for
22 foot passengers during the summer.
23

24 Brian Allen reviewed the ANSI B77.1 requirements for stop gates on fixed grip lifts,
25 section 4.2.3.2, and confirmed that a stop gate is not required if there is not a danger to the
26 passenger or equipment if the carrier passes around the terminal at the full foot passenger
27 operating speed.
28

29 The requirement of section 3.2.3.2 was reviewed. It was noted that an automatic
30 stopping device is required beyond each unloading area and shall stop the lift if the passenger
31 rides beyond the intended point of unloading.
32

33 Summer operations have a variety of passengers, and often both uphill and limited
34 downhill loading of passengers. Bikes, hikers, and scenic passengers making a round trip all use
35 the same lift. The stop gate presents an undesirable obstacle for the round trip scenic passenger.
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37 It was the consensus of the committee members participating at that time, and the others
38 present at the meeting, that for summer operation with round trip scenic passengers the intended
39 point to unloading is not at the top terminal, but back at the bottom terminal. Under this summer
40 condition a stop gate is not required if the carrier can pass around the terminal without any
41 danger to the passenger or equipment.
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44 **V. Registration Fees**
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46 The Ropeway Safety Program will be over budget this year because the pay increase the
47 Ropeway Engineer received as a result of the last Utah State Legislature general session. The
48 pay increase was 4.5% increase in wages and then additional costs associated with benefits and
49 retirement programs. As a result of the budget projections a fee increase is being considered that
50 would be addressed during the next general legislative session, and if approved become effective
51 for the 2016-2017 operating season.
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5 There was a brief explanation about the program not being able to carry money over from
6 one year to the next, the efforts made to set the fees collected just above the costs to implement
7 the program, and the new direction that the fees for additional inspections such as load tests, are
8 not part of the approved fee structure set by the legislature and will not be assessed in the future.
9 Those inspections will continue as a part of the program and included in the annual registration
10 fees.

11
12 The published agenda identified a potential 9% increase. A comment received in
13 response to that agenda suggested that trams and gondolas pay more than detachable chairs, that
14 lifts used both winter and summer pay more than lifts used only in the winter, and that all lifts
15 have some increase because it has been several years since the fees have been raised. After the
16 comment was received some additional information was sent to the members and areas, and
17 copies of that additional information was available at the meeting. The alternative potential fee
18 increase identified a 5% general increase; that trams, gondolas, and funiculars pay 20% more
19 than a detachable chair; that lifts used during the summer and winter seasons pay 15% more than
20 lifts only used during one season.

21
22 The discussion centered on the new alternative. It was noted that having the fee vary for
23 using a lift both summer and winter was a departure from the traditional program, but seemed
24 generally acceptable to those in attendance. It was suggested that instead of having a gondola
25 pay more than a detachable that the detachable category be subdivided similar to the way the
26 fixed grip category is subdivided. Those present seemed to agree that this idea should be
27 evaluated. The detachable categories would accommodate triple, quad, 6 place and 8 place lifts
28 whether they were chairlifts or gondolas.

29
30 Within the next week Brian Allen will prepare and email the additional information. It
31 will include a concise explanation presenting the need for the increase, when the last increase
32 occurred, etc. The feedback received from the areas will be used to refine what is proposed at a
33 public hearing to be held in conjunction with a future UPRSC meeting.
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36 **VI. FOREST SERVICE / AREA UPDATES**

37 Updates:

38 The ski areas and manufacturer's updated those present on current activities and
39 issues. During the updates Jan Leonard was able to join the meeting. With Jan now in
40 attendance the committee has a quorum and agenda items 1 thru 3 will be addressed.
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43 **I. APPROVAL OF MINUTES**

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45 After a review of the minutes taken May 11, 2015, a motion was made by Jan Leonard and
46 seconded by Onno Wieringa to approve the minutes with the noted change. The motion passed
47 unanimously.
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5 **II. Proposed changes to administrative rule R920-50**
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7 The proposed change to the R920-50 rule addresses three items.
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9 The new ANSI B77.2-2014 funicular standard would become the governing standard in the
10 State of Utah. Currently the funicular at the St Regis has two exceptions to the ANSI B77.2-2004
11 standard. The St Regis funicular will be in complete compliance with the new standard.
12

13 At the July 2014 UPRSC meeting held at Snowbird the air space requirements were
14 reviewed. It was suggested at that meeting that the air space be measured from just the ropes, and
15 that the reference to cables be removed. The proposal includes removing the reference to cables
16 from the air space requirements.
17

18 At the February 2015 UPRSC meeting the “Certification of Manufacture” was reviewed and
19 it was suggested that it be removed from the rule. The “certification of design” and the “certification
20 of construction” were considered to address any of the issues associated with the “certification of
21 manufacture”. The proposal includes removing the “certification of manufacture”.
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23 Following a brief discussion Curt Panter made a motion to approve the proposed changes to
24 the administrative rule. John Barlow seconded the motion and it passed unanimously.
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27 **III. Evaluation of the Lagoon Sky Ride Exception**
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29 For almost 30 years the Sky Ride at Lagoon has had an exception related to the evacuation
30 drive system. The lift uses a hydraulic motor to drive the bullwheel. Recently a qualified engineer,
31 Paul Elhert, reviewed the system and found it to be very similar to the more traditional set up where
32 a gear box drives the bullwheel. Upon reviewing the actual design of the lift and Paul Elhert’s
33 evaluation of that design, the committee agreed that the lift meets the requirements of the ANSI B77
34 standard without the need for an exception.
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36 Jan Leonard made a motion to eliminate the Lagoon Sky Ride exception, and Onno Wieringa
37 seconded the motion. The motion passed unanimously.
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40 **VI. SAFETY TOPIC / OPEN DISCUSSION / QUESTIONS**
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42 A safety topic was not presented at the meeting. Onno Wieringa made a motion to
43 adjourn the meeting, and it was seconded by Jan Leonard. The motion passed and the meeting
44 was adjourned.
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