

UTAH PASSENGER ROPEWAY SAFETY COMMITTEE MEETING

May 1, 2017

**UDOT - Complex
Salt Lake City, Utah**

Committee Members present:

Onno Wieringa, Chairman
Curt Panter, Board Member
Russ Oberlander, Board Member
Robert Miles, Ex-officio Member
Rich Taxwood, Board Member
Steve Thygerson, Board Member

Members absent:

Spencer Chipping, Board Member

Transportation Commissioner:

Wayne Barlow

Staff:

Ritchie Taylor
Brian Allen

Others present:

Pat McLane, Park City
Shawn Marquardt, Doppelmayr
Paul Elhert, Doppelmayr
Dustin Allen, Lagoon
Greg Bell, Alta
John Barlow, Brighton
Jeff West, Beaver Mountain
Ben Ahern, Snowbasin
Steve LaRue, Snowbasin
Seth Wallace, USFS

CALL TO ORDER

The meeting was called to order at 1:00 pm.

6 **I. APPROVAL OF MINUTES**

7 The minutes of the March 6, 2017 meeting were reviewed and a motion to approve the
8 minutes was made by Steve Thygerson, seconded by Robert Miles, and passed unanimously.
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11 **II. Annual B77 Exceptions**

12 Only one lift requires an exception to the ANSI B77 standards. The Rustler Lodge lift is
13 operated with only a bottom operator. The top terminal is visible to the operator either by sight or
14 the use a camera on the unload ramp. The system also has voice communication that allows the
15 operator to hear and talk to the passengers. Each loaded chair stops on the unload ramp as a
16 passenger passes through the photo eye circuits that precede the unload point. After a brief
17 discussion Curt Panter made a motion to approve the exception upon receipt of the signed
18 application, and Rich Taxwood seconded the motion. It passed unanimously.
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21 **III. Air Space Exceptions**

22 There is one air space exception at Snowbird. The bottom terminal of the Alpine Coaster
23 is adjacent to the bottom terminal of the Peruvian lift. All clearances meet the ANSI B77
24 requirement of 5 feet. Fencing is placed 5 feet from the chair and provides separation from the
25 Alpine coaster passengers crossing into the lift operator workspace or chair path of the lift. After
26 some discussion Steve Thygerson made a motion to approve the exception request and Onno
27 Wieringa seconded the motion. Rich Taxwood abstained and the remaining five committee
28 members all voted to approve the exception.
29

30 There are four air space exceptions at Park City.
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- 32 • The Crescent lift crosses over the Alpine Coaster bridge. All ANSI minimum vertical
33 clearances are exceeded. Netting has been placed on the uphill side of the lift to protect
34 Alpine Coaster passengers from having anything fall from above.
35
- 36 • The Frostwood Gondola has a building that is located near the bottom of the lift that is
37 within the air space. The fire alarm from the building sounds at the bottom of the lift so
38 the operator can initiate last chair procedures and unload the lift.
39
- 40 • The Red Pine Gondola has a tent that is set up for summer events adjacent to the bottom
41 terminal of the gondola. The tent is set up by resort employees that were initially trained
42 by the tent manufacturer.
43
- 44 • The Sunrise lift has a condominium building located about 1/3 of the way up the lift. The
45 fire alarm system from the building sounds at the bottom terminal so the operator can
46 initiate last chair procedures and unload the lift.
47

48 No incidents have been associated with any of these exceptions and it was recommended
49 that they be approved for another year. Rich Taxwood made a motion to approve the
50 Park City air space exceptions, and Onno Wieringa seconded the motion. It passed
51 unanimously.
52

6 **IV. Loss of Control**

7 ANSI B77 identifies the conditions that are considered a loss of control. For these
8 conditions an emergency shutdown is the specified stop. Operator training for the appropriate
9 response in these conditions was discussed. Also, a general discussion of the various stop
10 circuits that exist on the different lifts, the brakes that these set, and what constitutes an
11 emergency. B77 Annex E was referenced and the possibility of de-grandfathering the annex
12 when the ANSI B77.1-2017 is adopted was suggested. It was mentioned that the common
13 training is to not use the “emergency shutdown” but to use the “normal” stop, but to the general
14 public, these situations that require a stop are perceived to be an emergency. Have we required
15 by code the use of terminology that is actually hindering the appropriate action?
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18 **V. Signatures on inspection reports**

19 Utah administrative rule requires that the annual general inspection report be signed by
20 the inspector. A few years ago Willis insurance started using an electronic system that is used
21 throughout the company for more than just ski lifts. That system does identify the person who
22 performed the inspection and when the inspection occurred. It does not have the signature of the
23 inspector, physical or electronic.
24

25 After some discussion Brian Allen was directed to ask Willis insurance if it is possible to
26 have an inspector’s signature included. If this isn’t possible then the committee would be able to
27 further consider the issue.
28
29

30 **VI. Update – 5 year review of R920-50**

31 All rules in Utah are required to go through a 5 year review process, or the rule
32 automatically dissipates by code and would need to be reestablished. That review is in progress
33 and there a few housekeeping corrections that are being made but these do not change any of the
34 requirements that have been established by the committee. If any substantial changes are made
35 the committee will be notified.
36
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38 **VII. Forest Service / Manufacturer / Area Updates**

39 Those present gave a brief update. Snowbasin and Alta are installing new lifts this
40 summer. Snowbird gave a brief discussion of the incident with a winch cat cable becoming
41 tangled with a chair Saturday night.
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44 **VIII. Safety Topic / Open Discussion / Questions**

45 Onno Wieringa gave a brief “state of the ropeway safety committee” summary as this is
46 anticipated to be his last meeting. His comments centered on keeping safety as the focus, not
47 just performing the routine traditional activities, and striving to identify if there are new ways to
48 achieve and insure safety. Those present thanked Onno for his service, leadership and
49 friendship.
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51 The safety topic was the use of winch cats.