

UTAH PASSENGER ROPEWAY SAFETY COMMITTEE MEETING

March 2, 2020

UDOT

Redwood A Conference Room

Taylorsville, Utah

Committee Members present: Rich Taxwood, Chairman
Russ Oberlander, Vice-chairman
Jeff West, Board Member
Curt Panter, Board Member
Robert Miles, Ex-officio Member

Members absent: Haydon Christiansen, Board Member

Staff: Brian Allen

Others present: Jillian Barela, UDOT
Paul Elhert, Doppelmayr
Trace Tyrrell, Powder Mountain
Colton McCollough, SkyTrac
Gary Mayo, Doppelmayr
Seth Wallace, Forest Service
Jeremy Gonzalez, Sundance
Bronwen Lindley, Sundance
Brad Hansen, Utah Olympic Park
Josh Church, Alta Ski Area

CALL TO ORDER

The meeting was called to order at 1:10 pm.

I. APPROVAL OF MINUTES

The minutes of the January 6, 2020 meeting were reviewed and a motion to approve the minutes was made by Russ Oberlander, seconded by Jeff West, and passed unanimously.

II. UPRSC per diem and reimbursement

A UDOT human resource analyst, Jillian Barela, explained the per diem and reimbursement opportunity that the members are eligible to receive and the required documentation to be set up in the UDOT payroll system. The members that are interested in receiving reimbursement will work with Jillian to be set up in the system.

III. Qualified Engineer Application – Jeff Peterson

Jeff's application was received prior to the January UPRSC meeting, but Brian forgot to put it on the agenda. Jeff was not able to attend the meeting today and Brian didn't think to arrange for Jeff to call. Several Committee members had previous experience working with Jeff on projects and all spoke highly of his experience, attention to detail, and work ethic. Following the discussion Curt Panter made a motion to approve Jeff Peterson as a qualified engineer for design & construction, and as an approved ropeway inspector. Russ Oberlander seconded the motion and it passed unanimously.

IV. Service Brake – Olympic Park fixed grip quad

A fixed grip CTEC quad chairlift that was removed from Deer Valley a year ago was reinstalled at the Utah Olympic Park. The Twiflex service brake was reinstalled, but Brian Allen questioned if this brake actually meets the intention of the ANSI B77 standard for brake to have a minimum and maximum holding force. The minimum holding force was calculated by the engineers, but a maximum holding force was not able to be established at the acceptance test. It was discussed at the acceptance inspection that the brake may not meet the intention of the current B77 standard and that the Committee would be asked to provide some input. Brian Allen registered the lift with the Twiflex brake as it was adjusted and functioning in the same manner as other registered lifts that were installed previous to the maximum and minimum holding force requirement.

The discussion included that there are many of these brakes on other lifts that were installed prior to the maximum and minimum holding force requirements and this discussion did not include any change to the brakes on the other lifts. There have not been any incidents associated with these brakes.

By definition a relocated lift is considered a new lift and must meet the requirements of the current governing standard.

The comments from the 2006 ANSI ballot when the maximum and minimum holding forces were implemented were reviewed to try to establish the intention of the requirement. The maximum and minimum holding forces were intended to help keep a brake in the proper adjustment that is established during the acceptance test and intended to provide a smooth application of the brake as opposed to the lift coasting and then setting a powerful brake at the end to achieve the required stopping distance.

Following the discussion the Committee members agreed that without an exception from standards the service brake should be changed to one that allowed both maximum and minimum holding forces to be established. It was confirmed that the Utah Olympic Park was authorized to continue for the remainder of this winter season.

V. Independent Operation of Brakes

The ANSI requirement for the failure of one brake to not impair the function of another brake was reviewed and during that discussion it was established that this requirement was first implemented in ANSI B77-1976, and in 1995 the UPRSC made the requirement effective for lifts installed prior to the implementation of the ANSI B77-1976 standard.

An annual general inspection last fall identified a lift that had a small common section of the hydraulic return lines. If this section of the return line were to become blocked the function of both brakes would be impaired. The inspector required that the return lines be separated and so each has an independent return to the hydraulic fluid reservoir.

At this time it was suggested that all lifts in Utah be evaluated to determine if this condition exists. Brian Allen was hesitant for the interpretation of a single inspector to establish a requirement for all lifts and determined that the Committee should evaluate if this would be applied to other lifts.

The known lifts with this shared section of the return lines have all been operating for over 15 years without any issues.

The discussion identified that the intention of the ANSI requirement was for each brake to have an independent hydraulic lines and that the lifts that have shared sections should be changed. Provided there is not a reduction in the size of the line it would be considered a “one for one” change to the system. An email to the areas and inspectors will be sent out requiring the change to be made prior to the 2020-2021 operating season.

VI. Forest Service / Area & Manufacturer Updates

The Forest Service mentioned that Seth Wallace had been made a voting member of the ANSI B77 Committee. They also discussed 2 proposals that they will be submitting to the B77 Committee. One proposal involves the annual evacuation practice for lifts. ANSI requires that it be performed for each lift, but large resorts with have implemented this as each type of lift. For example if a resort had 15 detachable lifts and 10 fixed grip lifts it is not necessary to repeat the training that many times. The other proposal concerned the requirement for tension system monitoring to be part of the daily operation logs. Monitoring the tension system is not consistent with the other types of required items for the daily operation logs. The tension system is checked as part of the daily pre-operation checklist and is documented in the log. Those present did not have any comments or concerns about the proposed changes.

The manufactures present gave brief updates for the projects schedule for this next year. The areas present each gave brief updates on the current operating season.

7 **VII. Safety Topic / Open Discussion / Questions**
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9 The safety topic was to remind all of us of the importance of staying healthy and trying to
10 avoid sharing our illnesses. Reminding employees to wash hands to help prevent picking up a
11 virus and staying home when we are likely to spread a virus. While we are capable of working
12 when we are ill we are likely doing that at the detriment of our coworkers.
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14 The Canadian Mont-Sainte-Anne gondola incident was mentioned. At this time the
15 investigation is on-going and few details are available. The gondola is a 1989 Doppelmayr with
16 eight passenger cabins. There were 21 injured.
17

18 The recent asphyxiation of a skier following a misloading incident was mentioned. That
19 investigation is also on-going and details are not available.
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21 The meeting was adjourned at 2:45 pm.