1981 FS intern prepared draft management plan focusing on separation of users. FS took no action to implement.

1982-1989 FS issues several special use permits for winter backcountry uses.
   TMDHA builds Fowler-Hilliard Hut
   Colorado Heli-ski gets special use permit for helicopter skiing
   Resolution SnoCat Tours gets special use permit for cat skiing
   Nova Guides gets permit for snowmobile tours
   Shrine Mountain Inn is built
   Janets Cabin plans are approved

12/1989 CDOT approaches FS with concerns that Special Use Permit operations are illegally using Vail Pass Rest Area. Parking situation at Rest Area needs immediate attention, winter recreation uses are taking over the highway travel use at Rest Area.

1990 Spring
   Vail Pass Task Force begins to meet monthly, facilitated by Forest Service, to:
      resolve parking problems
      prepare map showing existing multiple use areas

1990-91 Winter
   CDOT agrees to plow Black Lakes Road for winter recreation uses
   CDOT installs traffic signs to direct recreational use parking
   FS installs portable toilet at Black Lakes
   "Recommended Use" map (Green Map) is printed and distributed to selected recreation equipment stores
   FS intern works at Vail Pass, acting as traffic controller and gathers basic user numbers

Summer '91
   VPTF continues to meet and argue of user conflicts in the backcountry.
   Green Map is debated as it is not a management tool nor how uses "should be", but rather a map of the existing situation. Disclaimer stamp added to map to inform reader of the draft status of the map.
   Decision made to not fund/install portable toilet

1991-92 Continuation of 1990-91 actions: plowing Black Lakes, traffic signing
   No portable toilets
   No field trail signing
   No formal monitoring
   Informal field recon by VPTF to start to more accurately identify user patterns/conflicts
1992 Spring/Summer/Fall

VPTF continues to meet and debate travel patterns, very heated discussions at time, progress at resolution to conflicts is slow, FS role is to keep group focused and committed to resolve issues, Discussion leads to issue of:
- grooming snowmobile trails within 2 mile radius of Vail Pass, recommended trail routes to separate uses

Winter
Continue to look at trail routes, existing use patterns, Identify trails suitable for grooming and methods to do it, Backcountry Skiers Alliance joins VPTF, as representing non-motorized

1993 Spring/Summer/Fall

FS drafts Winter Recreation Management Plan, based on VPTF input, Very cooperative approach to compromise and separate uses where practical and recognize shared uses will exist, Mapping identifies travel routes and snowplay areas, VPTF looks for funding to implement Management Plan recommendations, Acceptance and printing of the "Map" becomes a focal point for all, November 1993, Management Plan approved by FS

1993 Winter

Begin to implement Management Plan, First version of Recommended Uses map is reworked to prepare a new version as a proactive tool to direct users to recommended areas/trails, Significant volunteer work in the field to prepare trails for grooming, blaze/mark routes, install signs, State Snowmobile $$ used to groom trails, FS part-time staff works to implement monitoring/education aspect of Plan; conduct first formal field survey, media blitz to present realistic view of heavy multiple use of the area and discourage use, Informal survey conducted in field to show:
- Who's out there? (numbers, where from, types, etc.)
- Validate VPTF opinions
- Show FS commitment and test VPTF commitment

1994 Spring/Summer/Fall

VPTF continues to focus on implementing The Plan. Options at funding are pursued, Preparation of new Recommended Uses Map, pocket and trailhead version, Results of 93-94 survey show that more user information is needed, survey form is redrafted, Mission Statement Drafted:
- Skiers will have a reliable non-motorized, track-less, quiet areas in which to ski.
Snowmobilers will have a system of signed, easily identifiable loop trails and snowplay areas."
FS challenges VPTF as to true representation of the users

1994/95 Winter
Additional trail signing placed to emphasize recommended uses in West Tenmile Basin and along Shrine Pass Road.
FS challenges the validity of the VPTF representing the users:
- Expanded monitoring program, strong focus on host image at trailhead and distribution/collection of Second User survey forms, not only at trailhead/trails, but also at backcountry huts.
- Second User Survey implemented, based on Survey #1, plus:
  - What are user concerns?
  - How is the plan/signing/routes working?
  - Did they have a good time?
  - What needs fixing?
Results of monitoring:
- Monitoring by volunteers (the users themselves) gave credible comments and evidence of what was happening in the field and balanced against what VPTF "thought" was there. This was a reality check to obtain a sense of what the users would support, leading to trial closure of motorized uses around 3 backcountry huts, with the support of the motorized users.
- Backcountry Skiers Alliance distributes its own survey form, at huts only.
- Continued requests for funding of: 1)grooming, 2) trail work, 3) Mapping, 4) trail signs.

1995 Spring/Summer/Fall
Review of 94-95 survey results shows 95% of users had a good time.
VPTF continues to meet, more or less monthly to discuss issues, very positive dialogue.
Group recognizes that it needs to refocus on mission statement and not just implement the management plan. Topic of closing areas instead of recommending non-use comes up again.
Revise Pocket Map to show skier/snowmobile symbol and clarify blue/orange trail symbols
Reaffirmation of the mission statement.
Rational Decisions and Logical Consequences, (some recommendations will simply not work, let's face it!).
FS emphasizes need for self-enforcement of the Plan and self-reliance of VPTF

1995/96 Winter
Third Season of intensive field monitoring; Focus on host volunteer program and collection of user numbers, where are the hot spots, compliance to closures a huts, compliance to recommended non-use areas, use of new West Tenmile trail.
Install additional signs at trailheads emphasizing multiple-use.
Third season of monitoring, focus on:
volunteer trailhead hosts
identification/monitoring of hot spots, hut closures
FS continues to loosen grip and VPTF becoming self-managed

1996 Spring/Summer/Fall
FS announces that it will no longer facilitate VPTF meetings, group needs to become more self-reliant.
VPTF takes on more responsibility for self direction, yet still rely on FS through volunteers.
New discussion on "hybrid uses", non-motorized uses that rely on motorized access means (sno-cats, snowmobile/skiing)
Questions come up as to where is the group/direction going, what is the final "plan"?

1996/97 Winter
Continue monitoring/host program
Reestablish parking attendant person on weekends only
Continue to experiment with signing for snowmobile route through West Tenmile bowl.
Install new sign system for "hybrid" areas
VPTF and FS discuss future and how to fund activities. Decision made by both to explore Recreation Fee Demo program for 1997/98 winter season.

1997 Spring/Summer/Fall
FS assists in getting professional facilitator (volunteer) to work with VPTF is coming to consensus on recommended travel patterns and distribution of terrain for motorized and non-motorized uses. Very productive meetings.
New map is drafted and approved for printing.
Preparation of Fee Demo proposal, and discussions on fund raising for start up costs.
New snowmobile trail ("Wearyman Pass/Hornsilver Connector") corridor cut from west end of Ptarmigan Timber Sale to Hornsilver ridge road.

1997/98 Winter
Winter season begins without fee demo. Authority given on Jan. 6, 1998, implemented on Jan 15, 1998. Task Force helps with on the ground implementation. Start of program was not unknown to public, but new. As a result, there was confusion and some objections. Outcome was that most folks began to accept the fees and began to understand why they were necessary. Adjustments were made. See 1998 Season Report and survey.
New maps produced. Management plan addendum added. Rangers hired, main task is education, patrol and information.
1998/99 Summer/Fall

Sign plan revised, additions to services available planned for winter season, per recommedations from survey results.
Supervisors Order put in place over Vail Pass area that utilized the new map as the managing document.
New map produced to reflect supervisors order. Map simplified for users.

Discussions with Task Force as to routes that are easily enforceable.
Through route reestablished in W. Ten Mile, through route from Machine Gun to Searle.
Climax closes off access to it's property for public access.

1998/99 Winter

Season begins 6 weeks late due to lack of snow. Program collection begins Jan. 15th., when trails can be groomed.
SO in place and 4 rangers hired to patrol, educate and inform.
Drastic reduction in complaints from the public coming to Vail Pass.
#s up 10% over last season for same timeframe.
No tickets issued, lots of warnings.
New sign plan for hybrid area agreed upon for 1999/00 season.
Parking fills most every weekend.
Relatively smooth winter taking into account the new SO