

APPENDIX P

MOTORIZED ROUTE DESIGNATION PRINCIPLES

The Dillon Area Travel Management Subgroup of the Western Montana Resource Advisory Council developed and used the following principles to develop travel recommendations during development of the Dillon Resource Management Plan. BLM will continue to use the same principles when making adjustments to motorized route designations during plan implementation.

- Those routes that are open for motorized and/or non-motorized travel should be designated and signed as such;
- To determine the status of a given route, the BLM should consider environmental sensitivity and damage, weeds, wildlife habitat, enforcement concerns, and access to US Forest Service (USFS) lands;
- Riparian and sensitive areas should be protected;
- For motorized travel, loop routes are preferred to dead end routes;
- Game retrieval using motorized vehicles should be prohibited off roads;
- Except for designated play areas, motorized vehicle cross country travel is prohibited;
- Routes should be designated and signed as motorized or non-motorized;
- Motorized wheeled cross-country travel to a campsite must be limited to within 300 feet of roads and trails;
- Existing road designations may be changed pursuant to land management objectives;
- The travel management plan should include a weed mitigation program;
- The travel map should be as simple as possible;
- The travel management plan should be flexible about the location of new roads needed to provide access to new activities as long as the total road mileage is not increased; and
- BLM roads not accessible to the public should be closed except for BLM lease and administrative and emergency use.

