



# Great Old Broads for Wilderness



## POSITION STATEMENT

### Roads & Vehicular Use

***Roads and associated infrastructure have been identified as one of the greatest threats to biodiversity and their impacts are even greater in the face of climate change.***

***Roads bring noise pollution, greater erosion, and degrade water and air quality. They damage soils, vegetation, riparian zones, and wetlands; disturb wildlife and increase mortality; and reduce and fragment habitat.***

**86,000**  
miles of roads on lands  
managed by the Bureau of  
Land Management



**380,000**  
miles of roads in our  
national forests and  
grasslands. That's 8 times  
more than the U.S.  
interstate highway system.



Only  
**2%**  
of the lands in the  
continental U.S. are  
roadless

- Broads opposes exemptions from the federal Roadless Area Conservation Rule (RACR), and believes the few remaining roadless areas should persist without roads to protect habitat connectivity and carbon sequestration.
- Public land managers should strictly enforce compliance with the RACR, Wilderness Act, and all laws, regulations, and policies for roads and routes on public lands.
- In land use planning processes, the USFS and the BLM should close roads when they threaten clean water, habitat, and the recovery of endangered or at-risk species.
- Land management plans for USFS and BLM lands must not include new roads without specific NEPA (National Environmental Policy Act) analysis, including consideration of long-term cumulative effects on wildlife, watersheds, and climate.
- All motorized and mechanized (e.g. bicycles) vehicles on public lands must be limited to designated motorized and mechanized routes to avoid damage to fragile ecosystems and to cultural/historical sites.
- Any routes on public lands that are not specifically designated as *open* should be managed as *closed*, with appropriate compliance and law enforcement.
- E-bike use should be confined to designated open motorized routes.

*The activities undertaken by Great Old Broads for Wilderness are guided by the overriding principle that the focus of attention must be on what is best for the land and water, for Mother Earth.*



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