



Roads & Vehicular Use

Position Statement

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, cause soil erosion, destroy riparian and wetland areas, disturb wildlife and fragment wildlife habitats, and degrade water and air quality.

- 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.

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



380,000
miles of roads in U.S.
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.

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.