

Resolution calling for a comprehensive analysis of wildlife corridors and their consideration in future highway designs

WHEREAS, The Wisconsin landscape is currently fragmented by existing road structures, and such fragmentation will increase due to future road construction impacting wildlife and their habitat;

WHEREAS, a wildlife corridor is a connection between two or more habitat wildlife habitats, which are often intersected by road infrastructure;

WHEREAS, riparian wildlife corridors are along streams, rivers and wetlands, and are usually fragmented by bridges;

WHEREAS, wildlife is often subject to vehicle collisions because of corridor fragmentation, deer themselves causing an average of 17,000 collisions per year;

WHEREAS, these deer-vehicle collisions, on average, cost at least \$2,500 in damage and result in 10 fatalities and 450 injuries per year;

WHEREAS, the maintenance and protection of wildlife corridors is necessary to reduce wildlife-vehicle collisions and to maintain the integrity of habitat connections to support wildlife populations in general;

WHEREAS, man-made wildlife corridors that maintain the connectivity of wildlife habitat have been implemented in Southern and Western United States, Canada and Europe;

WHEREAS, these methods of implementing corridor structures include modification of current riparian overpasses such as removing riprap and installing a medium that facilitates wildlife travel, and the construction of underpasses or overpasses;

WHEREAS, there currently is no comprehensive analysis in Wisconsin of the impact of the loss of natural wildlife corridors, the resulting impact on loss of wildlife and what measures need to be undertaken to minimize the impact of road infrastructure on all wildlife species.

NOW THEREFORE BE IT RESOLVED that the Wisconsin Wildlife Federation at its 2015 Annual Meeting on April 11th, 2015 in Wisconsin Rapids, Wisconsin, calls upon the Wisconsin DNR, the Wisconsin DOT and the UW system to provide a comprehensive analysis on the loss of natural wildlife corridors caused by road infrastructure, that loss on wildlife and what measures can be undertaken to minimize the impact of road infrastructure on all wildlife species including the use of man-made wildlife corridors such as those used in other states and countries.

NOW THEREFORE BE IT FURTHER RESOLVED that this resolution be sent to the secretary of the Wisconsin Department of Natural Resources, the secretary of the Natural Resources Board, the secretary of the Wisconsin Department of Transportation, and the Wisconsin Natural Resources Board.

Submitted by the Conservation Leadership Corps,
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