Collision Count
Improving Human and Wildlife Safety on Highway #3.

Project funded by: Wilburforce Foundation, Woodcock Foundation, TD Friends of the Environment Fund, and The Calgary Foundation
High traffic volume results in large numbers of wildlife/vehicle collisions
Human and wildlife safety are both important.
Wildlife Underpass
Wildlife mortality hot spots have been mapped out.
Bighorn Sheep hit on Hwy that died in Lake
Collision Count Goals

• To undertake pre and post mitigation monitoring; to evaluate the effectiveness of highway mitigation for improving wildlife connectivity and human safety, by reducing wildlife vehicle collisions (WVC).

• To assess the cost effectiveness of investment in mitigation infrastructure along Hwy #3.

• To establish a correction factor for the number of roadkill recorded through pick up and removal (the dataset used to determine WVC hotspots)
Collision Count Transect Locations
Rock Creek North and South Transects.
Iron Ridge North and South Transects
Emerald Lake East and West Transects
Bighorn Sheep crossing Hwy by Emerald Lake
Trade Show Recruitment
Finding carcasses
With new volunteers
Bear Smart Training
<table>
<thead>
<tr>
<th>Name</th>
<th>Aug 04 - 07</th>
<th>Aug 11 - 14</th>
<th>Aug 18 - 21</th>
<th>Aug 25 - 28</th>
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<td>Rob S.</td>
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<td>IRN</td>
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<td>Cindy Crane</td>
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<td>Glenda and Nelson</td>
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<td>John Warlow</td>
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NA = Not Available
X = Switched Hikes
Training Hikes
We have a very dedicated great group of volunteers !!!
1. What is the problem?

All wildlife need to be able to move freely throughout their habitat to access water, food, and mates.

When highways are built through habitat, wildlife must find ways to cross.

Sometimes vehicles collide with crossing wildlife. These collisions are unsafe and very costly.

When highways are built or widened, this also grazes wildlife habitat and increases the risk of wildlife-vehicle collisions.

4 - 8

large animal - vehicle collisions take place every hour in Canada

2. What is the solution?

We can make highways safer for both wildlife and people by separating traffic and wildlife with crossing structures — including bridges, tunnels, and highway fencing.

Bridging

Tunneling

Fencing

4. How do we know they work?

Scientists have a variety of ways to measure the use of crossing structures by wildlife. These include direct observation, motion-sensing cameras, track observation, and DNA analysis (of fur captured from crossing animals).

5. Are they cost effective?

Yes! At sites where there are regular wildlife crossings, the cost of collisions — including property damage, loss of hunting revenue, human injury, and human fatality — far outweighs the cost of building bridges, tunnels, and fencing. By installing crossing structures, the Trans-Canada Highway near Dead Man's Flats in Alberta has saved over $85,000 per year.

3 sec

average time in seconds between vehicles on the Trans-Canada Highway in Banff National Park

15 years

number of years of research on crossing structures in Banff National Park

95% reduction in wildlife-vehicle collisions on highways with crossing structures versus elk & moose recorded in Banff National Park

200,000+

large mammals detected using crossing structures in Banff National Park

$30,760

Average Cost per Collision

$17,683

$6,617

$0

www.highwaywilding.org  •  www.rockies.ca/crossroads
Keeping the community involved and supporting our goals is very important, as community support for highway mitigation can have an influence on highway planners.
Crowsnest Pass Forest Kids on a Collision Count hike at Emerald Lake.
Collision Count hike with WRFI
Wild Rockies Field Institute

On Collision Count hikes
CC Volunteer Appreciation - X-Mas parties
Collision Count BBQs
Collision Count volunteers

Enjoying time together
CC volunteer
Looking for carcasses.
Bighorn Sheep behind new Emerald Lake wildlife fencing
THINGS ARE NOT ALWAYS WHAT THEY SEEM

THE DEER ISN'T CROSSING THE ROAD

THE ROAD IS CROSSING THE FOREST.