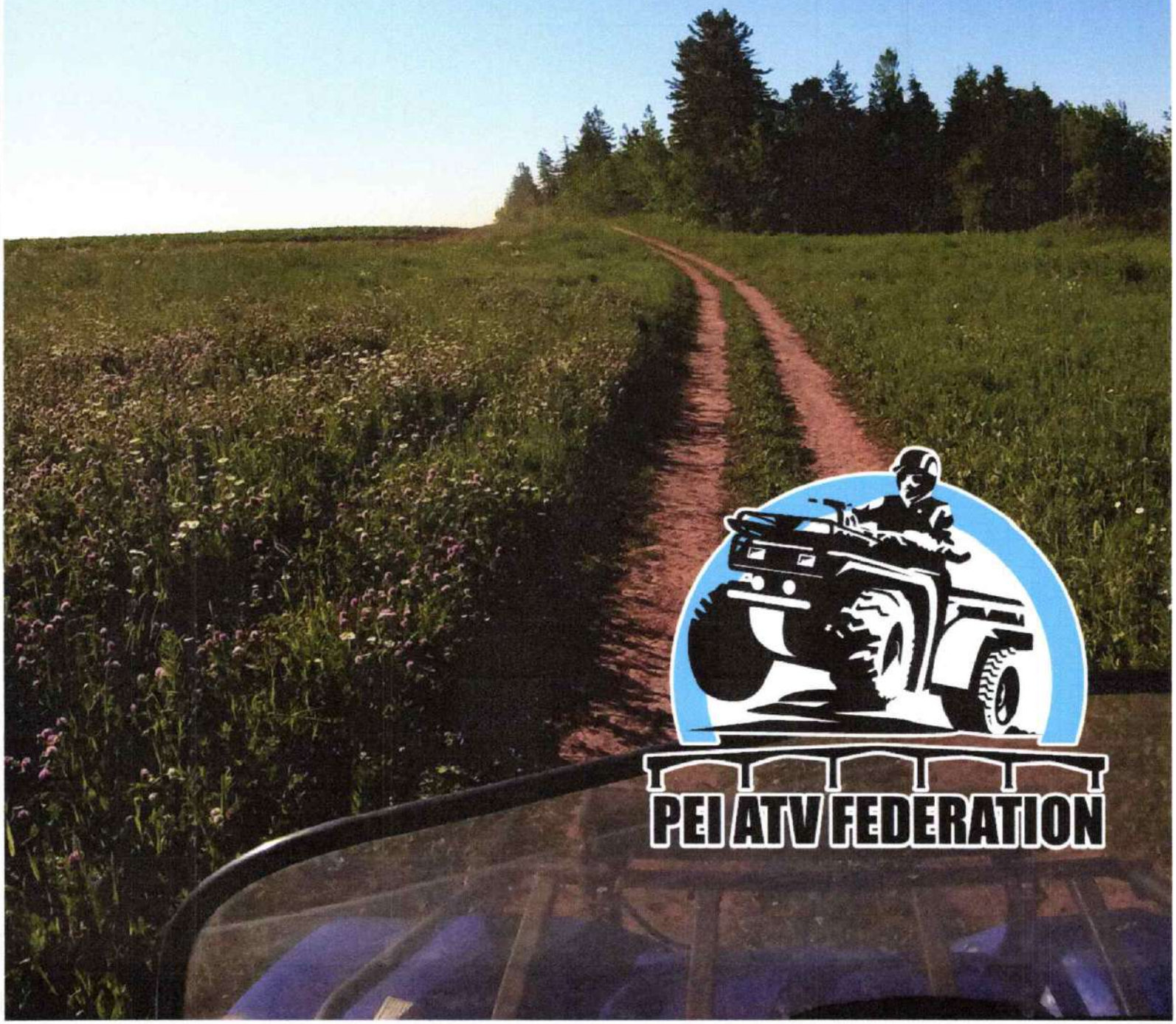
PEI ATV Federation

Enviromential Code Of Practice



PEI ATV FEDERATION

Prince Edward Island
ATV Federation
Environmental Code of Practice

This Environmental Code has been prepared with financial assistance from PEI Fisheries and Communities, Rural and Regional Development

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Acronyms

ATV - All Terrain Vehicle

ATVECOP - ATV Environmental Code of Practice

BMPs - Best Management Practices

ETR - Environmental Trail Reconnaissance

PEIDTI - Prince Edward Island Department of Transportation and Infrastructure

PEIDEECA - Prince Edward Island Department of Environment, Energy and Climate Action

PEI - Prince Edward Island

WWBZ- Wetland Watercourse Buffer Zone Activity Permit

CNWA - Canadian Navigable Waters Act

1.0 INTRODUCTION

1.1 Background

In the 1980's ATVs began to be sold and used on PEI. ATV riders formed up in various groups and organized Clubs across PEI, and began the development of trails with the permission of various landowners. The PEI ATV Federation formed to provide a single voice advocacy for the Clubs as a whole.

The PEI ATV Federation (Federation) is a not-for-profit organization that links all of the individual member ATV Clubs (Clubs) on PEI. The Federation's mission is to educate Islanders on the safety and benefits of riding an ATV or Side-By-Side. From exploring new parts of the province, spending time with family and friends to supporting local businesses on their travels; the Federation wants to expand the awareness of an ever-growing sport. The Federation aims to support rural communities, promote tourism and operate in an environmentally sustainable manner. The Federation Board Members and Executive Director work hard to ensure that the Clubs are well informed, supported, represented to the government and adequately funded. Clubs in good standing with the Federation receive financial support, advice, representation and advertising. The majority of ATV clubs on PEI are in rural communities. These communities and Clubs serve groups of like-minded individuals who want to spend time outdoors exploring our beautiful province.

Since 2015 the Federation has renewed itself with the following objective:

"To design, build & maintain a legal, interconnected and sustainable ATV trail system throughout the entire province of Prince Edward Island"

In 2020, the Federation revised its governance and by-laws to put its house, and that of the member Clubs in order. There are requirements for Clubs that have to be met in order to maintain their Club in good standing. There are now eight (8) Clubs in the Federation, with a number of legacy trail systems and associated infrastructure (i.e., trailheads, Club houses, bridges, etc.). Legacy trail systems refer to the trails that Clubs have operated for riders, usually located on private lands (i.e., with land owner permission). By the nature of the legacy trail system development methods (i.e., making the most of older trails, abandoned roads, forestry access roads), connecting the various segments were established in buffer zones (i.e., usually agricultural fields (by preference of land owner granting permission)). The legacy trail systems regularly ensured that watercourses and open/standing water wetland crossings have bridges and/or culverts. Some connecting segment trail corridors crossed unmapped, shrub/treed wetlands (i.e., with land owner permission). Up until 2020/21 legacy trail systems have not been reviewed through an environmental sustainability lens.

In 2020/21, the PEI ATV Federation established an ATV Environmental Trail Reconnaissance (ETR) program that seeks the key, actual trail related environmental issues. Once the field portion is complete, the findings are considered with any issues identified, a mitigation and timeline established to address each as required. Attention is specifically paid to watercourse crossings, connecting trails in buffer zones and segments in wetlands (i.e., shrub, treed swamps). These results are then reviewed by each Club and a plan made to address each of the items raised. It is the intent going forward, that each member Clubs' trail system will be

inventoried by an ETR and a plan to address items raised will be established, as part of the Club's good standing policy in the Federation.

1.2 Purpose and Scope

The Federation and member Clubs recognize the necessity of ensuring that the planning, construction and operation of ATV trails on PEI is environmentally sustainable and operates within the applicable Provincial Regulations. The Federation believes that the sport can operate in environmentally sustainable manner; and that the sustainable use of the environment is a shared responsibility requiring a climate of cooperation among ATV riders, land owners and regulatory authorities.

The ATV sport on PEI intends to earn and retain the social license to create and operate a safe, respectable and an environmentally sustainable sport. This commitment is demonstrated through development of an ATV Environmental Code of Practice (ATVECOP). The ATVECOP outlines recommended practices to help ensure environmental responsibility for trail planning, construction and operation on PEI.

1.3 Environmental Objectives

This ATVECOP provides environmental management guidelines for all environmental aspects of trail planning, construction, operation and decommissioning. The ATVECOP also provides a reference to various legislation and regulations applicable to the ATV trails on PEI. In developing this ATVECOP there was consultation with ATV Clubs/membership, government regulators, land owners and other stakeholders to enable legitimate concerns and issues to be appropriately addressed.

The sustainable planning, construction and operation of ATV trails on PEI is summarized by the elements of trail sustainability, which are the understanding and operating with:

- Physical forces (i.e., speed, weight, traffic level, etc.);
- Soils (i.e., PEI has challenging soils for the construction of trails and roadways);
- Water (i.e., rain, run-off, groundwater, streams, ponds, etc.);
- Engineering (i.e., design options for stream/river crossings, design of harden trail surfaces where needed, etc.); and
- Climate (i.e., seasons, freeze/thaw cycle).

A quality trail depends on the effective and equal application of all five (5) elements:

- Planning;
- Designing;
- Construction;

- Maintenance; and
- Management.

1.4 Document Format

The ATVECOP is specifically designed to be a Living Document that is to be revised to meet the evolving sport of ATVing on PEI and is broken down into the following sections:

- Section 1: Outlines PEI's ATVing sport background and environmental objectives and the purpose, scope and format of the Document.
- Section 2: Outline's administration of the ATVECOP and provides for revision/updating of the Document.
- Section 3: Provides an overview of ATV trail development and operation on PEI.
- Section 4: Details the codes of practice, providing environmental management guidelines for all aspects of ATV trail planning, construction and operation.
- Section 5: Provides an overview of applicable environmental legislation and regulations governing ATV trail construction and operation.
- Section 6: Lists contact information for relevant organizations.
- Section 7: Provides a glossary with definitions of terminology and references used in the ATVECOP.

2.0 ADMINISTRATION OF CODE

2.1 Administration

The Codes contained in the ATVECOP are to serve as Best Management Practices (BMP) that PEI ATV Clubs as members of the ATV Federation are to use to build and maintain an environmentally sustainable trail system. The ATVECOP will be administered by the PEI ATV Federation. Adoption of the ATVECOP by ATV Clubs is a condition of their membership (good standing) in the Federation. It will be the responsibility of the member Clubs to adopt and maintain (uphold) the ATVECOP.

The PEI ATV Federation will be responsible for:

- promoting/capacity building within the Member Clubs so as the components of the ATVECOP can be implemented;
- promoting the ATVECOP to regulatory agencies and other interested groups;
- reviewing revision requests and updating the ATVECOP, as required; and
- forwarding revised sections of the ATVECOP to all Member Clubs in a timely manner.

Member Clubs of the ATV Federation using the ATVECOP will be responsible for:

- familiarizing themselves and their Board Members with the procedures described herein;
- managing their ATV trail planning, construction and operation in an environmentally sustainable manner; and
- keeping their ATVECOP documents up to date.

2.2 Follow-up Monitoring

A follow-up plan will be implemented by the PEI ATV Federation. The details of the plan are currently in development. Details of the monitoring plan will be finalized prior to March 2022.

The plan will be designed to:

- evaluate Member Club's compliance with the ATVECOP;
- monitor changes in ATV trail planning, construction and operation that occur after establishment of the ATVECOP; and
- monitor evolving trail trends or components that may require (necessitate) revisions to the ATVECOP.

Results of the follow-up will provide feedback for revisions/improvements to the ATVECOP.

2.3 Revision of the Code

The ATVECOP will form a Living Document" that can be updated to accommodate changes in the sport and increasing knowledge through research and follow-up efforts.

The ATVECOP will undergo a mandatory review every three (3) years and be updated to reflect any changes in the sport practices, increased knowledge through research or changes to regulatory requirements. More frequent review and revision may be conducted should revision requests, environmental follow-up or other evidence show that such review/revision is required.

3.0 ATV FEDERATION ACTIVITY COMPONENTS

3.1 Trail Planning

A quality trail depends on the effective and equal application of all five (5) elements of; planning, designing, construction, maintenance and management. Where Clubs are planning a new trail corridor the focus will be on the front-end planning which results in a more efficient trail review and ultimately a safe and an environmentally sustainable trail for ATV enthusiasts.

Areas of consideration when a trail corridor is being scouted include:

- Take advantage of existing trail corridors/legacy trails. However, using existing trail corridors without considering their relationship to the soils and topography which can lead to a trail corridor that is unsuitable, both from an environmental perspective and a constant maintenance problem.
- Conduct trail corridor scouting at a time of year (i.e., spring and/or fall) when potential environmental issues would be prominent.
- Look into what will be the potential impact of the proposed trail on sensitive wildlife habitat, aquatic or terrestrial habitats. Use mapping to determine the potential impact on sensitive or protected habitat (i.e., watercourses, wetlands, etc.) and identify alternative corridors of travel where necessary. Mapping will indicate where known watercourses and wetlands are located on or adjacent to the proposed trail corridor.
- The best watercourse/wetland protection is avoidance.
- Be aware of where a proposed trail corridor passes close to residences, plan for a sufficient buffer to reduce exposure to dust and noise.
- As a trail corridor is being scouted, always look at alternative routes/properties and consider them before selecting the proposed corridor location.

As a key planning process, each Member Clubs' trail system will be inventoried by an ETR and a plan to address items raised will be provided. As part of the Club in good standing policy in the Federation, these actions will be completed.

3.2 Trail Construction

The development of a trail depends on an effective plan and proper design/construction. Environmentally sustainable trail construction is summarized by:

- Clear but do not over-clear vegetation for the trail corridor;
- Construct water crossings where required, ensure all environmental permitting is in place before construction;
- Construct or harden trails surfaces as required; and

- Install water control measures to re-direct surface water off of trails.

3.3 Trail Operation Summer/Winter

The PEI ATV trail system has two (2) categories, summer and winter trails. Summer trails are those that have corridors and trail surfaces that are conducive to operation in the late spring, summer, early fall and in some cases winter time periods. The winter trail system has corridors that are located where trail surfaces would not support ATV traffic (i.e., soils/hydrological conditions) unless the ground is frozen.

Trail operation is controlled by each Club Trail Manager. Managers use trail closures (i.e., seasonal and temporary) as a trail management tool to avoid trail surface damage or potential environmental effects (i.e., water runoff) on water saturated corridors. Trail maintenance is conducted on a scheduled/as needed basis and can range from surface grading, snow ploughing/tracking, water shunt installation/maintenance and rut filling.

3.4 Trail Relocation/Decommissioning

As part of the normal expected evolution of a trail system, segments may be relocated/closed to achieve trail management objectives (i.e., avoiding areas with substandard soil/hydrology conditions, avoiding conflict with other stakeholders and taking advantage of new trail options). Where trail sections are decommissioned, measures will be taken to ensure that those sections are blocked and vegetation re-growth promoted.

4.0 CODES OF PRACTICE FOR ATV FEDERATION ACTIVITIES

4.1 Trail Planning

Effective and sustainable ATV trail development requires proactive planning to select the optimal trail corridor. The principal environmental concerns associated with trail planning on PEI is to, where necessary, establish water crossings, tread lightly in buffer zones and to avoid trail construction in open/standing water wetlands. Water crossings designs are to be constructed and operated without adversely affecting the fish, aquatic life or the water quality in the watercourse. Where required, the planning stage is the point at which applications for all applicable environmental permits are to be submitted. See Section 5 for applicable legislation/regulation.

4.1.1 Environmental Objectives

To minimize potential adverse environmental effects by recognizing the areas of potential risk and proactively planning/designing the trail location and components to mitigate issues.

4.1.2 Environmental Management Guidelines

An environmentally sustainable trail depends on the effective and equal application of all five (5) elements of, planning, designing, construction, maintenance and management. Where Clubs are planning a new trail corridor the focus will be on the front-end planning which result in a more efficient trail review and ultimately a safe and an environmentally sustainable trail for ATV enthusiasts.

The trail environmental planning process is summarized by:

- Development of a vision of the trail target or goal.
- Conduct an on-ground assessment of the proposed trail corridor, mapping the area (GPS) and noting the environmental features (i.e., watercourses, wetlands, etc.).
- Check the proposed corridor for known/mapped environmental features;
- The key to good design is to understand the natural forces that will be on the trail and predict their effects.
- Structures (i.e., a bridge or extensive trail surface hardening) should be the last option not the first, since good trail location corridor will minimize the need for them and their maintenance.
- Develop environmental mitigation/plan/permitting from information gathered.
- Implement mitigation measures/permit requirements in the trail construction.

4.2 Clearing/Trail Preparation

ATV trail development and operation will require vegetation clearing and trail surface preparation. Vegetation clearing consists of the removal and disposal of all trees, shrubs, fallen timber, logs and other surface litter within the work area. Vegetation clearing may be required prior to the trails surface development. The principal environmental concern of this stage is associated with vegetation clearing (i.e., minimize, proper disposal, etc.) and surface preparation so as to construct/operate a trail without adversely affecting water quality from runoff (i.e., aquatic habitat negatively impacted due to poor water quality in the watercourse). ATV trails often use or re-use existing established trails, where the vegetation clearing is minimal and the trail surface is established.

4.2.1 Environmental Objectives

To minimize potential adverse effects (i.e., sedimentation or deleterious substances from entering the waterbody) from vegetation clearing and trail surface preparation near or adjacent watercourses/wetlands during construction.

4.2.2 Environmental Management Guidelines

Vegetation Clearing

- Clearing will consist of the removal or if determined onsite burning (i.e., in accordance with the provisions of the *Fire Prevention Act* and Regulations) of all trees, shrubs, debris and other perishable materials from the trail corridor. As well, as the cutting and disposal of only those standing trees required to complete the project. These trees will be cut off to a remaining height of not greater than 300 mm above the ground.

- All slash will be piled for subsequent disposal outside the buffer zone of a watercourse/wetland or any identified environmentally sensitive area. It will be placed so as it is not able to be washed into a watercourse/wetland or other environmentally sensitive area during precipitation events or periods of high water.

- Non-merchantable timber, logs and brush shall be disposed of by chipping, or slash pile placement or where in accordance with the provisions of the *Fire Prevention Act* and Regulations, burning.

Trail Surface Preparation

- When grassed areas are encountered during grading, every effort will be made to leave such grassed areas intact.

- Stumps are to be cut down and rootmat left in place where a trail is in a shrub or treed swamp.

- Areas where little or no vegetation exists can be graded after a light rain when the surface is in an optimum state for compaction, but not after heavy rains which would promote runoff conditions.

- Where possible, a berm (i.e., windrow) will not be left at the edge of the trail. Grading trails often results in the creation of a windrow along the edge of the trail by the grader blade. The windrow will be collected and re-used in construction or properly disposed of off-site. In cases where this is not possible, shunts will be installed in the windrows at locations 30 m or greater from the watercourse/wetland boundary, to allow surface water to drain into a ditch or vegetated area.

4.3 Water Crossings

ATV trail development and operation will have the trail crossing watercourses. Several water crossing designs can be used, depending on size, bed and bank structure of the watercourse. The principal environmental concern associated with water crossings is to construct and operate a water crossing without adversely affecting the fish or the water quality in the watercourse. ATV trails often use or re-use existing, established water crossings, principally roadway/trails over watercourses.

4.3.1 Environmental Objectives

The environmental objectives for the water crossings are:

- To minimize potential adverse environmental effects (i.e., maintain free, unobstructed fish passage, prevent erosion/sedimentation adjacent the structure) to the watercourse during the design and installation of a crossing.
- To minimize potential adverse effects from (i.e., sedimentation or deleterious substances from entering the waterbody) trail operation to a watercourse at the crossing point.
- To maintain navigation on the watercourse, if it is navigable.
- To be designed to handle high flow periods without washing out.

4.3.2 Environmental Management Guidelines

Bridges

- All bridge installations over mapped, recognized watercourses must be appropriately permitted (i.e., WWBZ, CNWA or from other permission granting organization), prior to installation. Get permitting applications submitted as early as possible.
- All bridges must be designed and constructed from durable materials, of sufficient length on upland portions to provide safe access across the watercourse.
- All bridges should cross the watercourse at right angles to minimize environmental impact, provide a safe crossing and reduce costs.
- The crossing site should be with the upland (i.e., higher) bank as opposed to a section of the lower wetland access/edge.
- Where the trail meets the bridge deck, the design and maintenance of this transition zone will be conducted to mitigate any water run-off from the trail from entering directly into the waterbody.

Culverts

- All culvert installations over mapped, recognized watercourses must be appropriately permitted (i.e., WWBZ, CNWA or from other permission granting organization), prior to installation. Get permitting applications submitted as early as possible.

- All culverts (i.e., metal, plastic) installed must be properly sized/designed and placed to ensure fish and water flow passage.

- Preparation of the culvert site, installation and trail way backfilling are to be conducted so as to mitigate any adverse effect on the water quality in the watercourse.

4.4 Water Management on Trails

ATV trail development and operation will have trails where precipitation or surface water runoff can collect, cause erosion and potentially carry sediments into watercourses or wetlands. Several water diversion techniques can be used, depending on location and type of water flow to redirect. The principal environmental concern associated with water flow from trail surfaces carrying soils is, adversely affecting the water quality in the watercourse.

4.4.1 Environmental Objectives

To minimize potential adverse effects (i.e., sedimentation or deleterious substances from entering the waterbody) of trail use to watercourse and wetlands during precipitation and surface water runoff events.

4.4.2 Environmental Management Guidelines

Redirecting Water Off a Trail

- Drainage shunts are shallow (i.e., usually installed with a hand shovel) diagonal depressions in the trail surface that are used to move small amounts of surface water across the trail. They should be used at frequent intervals, on the steeper sections of the trail.

- In an area of the trail that is difficult to maintain a shovel excavated drainage shunt, a water bar (i.e., shunt has a barrier of rock, wood other material) to direct water off the trail can be used.

- Regular monitoring and maintenance of drainage shunts are required to maintain their effectiveness.

Draining Water Under the Trail

- Where water flow across a trail is not a mapped or a recognized watercourse (i.e., field or dyke drainage) a culvert can be installed to direct drainage away from the area.

- All culverts (i.e., metal, plastic) installed must be properly designed/sized and placed to ensure water flow passage.

- Preparation of the installation site should ensure that the culvert is set to a slight 2% pitch down gradient and that there is sufficient fill over the top for load bearing o ATV's and Side-by-Sides.

4.5 Trail Surface Hardening

ATV trail development and operation will have sections where the surfaces degrade and rutting/ water ponding occurs (i.e., due to soil type and traffic). Upon review, several trail hardening designs can be used, depending on site conditions and materials available. The principal environmental concern associated with trail surfaces needing hardening are excessive surface water runoff from trails, that may drain into watercourses or wetlands or alter natural water flows in wetlands. ATV trails often use or re-use existing roadway/trails with established routes and surfaces.

4.5.1 Environmental Objectives

The environmental objectives for the trail surface hardening are:

- To minimize potential adverse effects (i.e., sedimentation or deleterious substances from entering the watercourse/wetland) of trail use to the watercourse/wetland during precipitation and water runoff events.
- To minimize potential adverse environmental effects (i.e., trails in wetlands or buffer zones) of trail use where they can collect water and alter the natural surface flows that can carry sedimentation.

4.5.2 Environmental Management Guidelines

Decking

- Decking areas are to be installed in areas that do not have standing water. If there is standing water or a water flow then it is a wetland (i.e., marsh) or watercourse. Refer to Water Crossing Section.
- All decking must be constructed from durable materials (i.e., corduroy, planks, etc.) of sufficient length, width and designed to provide safe access across the trail area to be hardened.

Surface Hardening

- The surface hardening with high quality shale or rock works well in trail areas with soft non-cohesive soils to provide bearing and binding to decrease rutting and protecting the underlying soil layer from erosion.
- Where soils are wet more frequently or to more permanently address rutted areas a geotextile fabric or a similar load distributing material can be used on the soil and high-quality shale or rocks applied on top to form the trail surface.
- Regular monitoring and maintenance of surface hardening areas is required to maintain their effectiveness.

4.6 Sound Management

As a motorized sport, ATV riding on trail system produces physical vibration that creates audible waves of pressure. This can be a concern when the trail is in proximity of a noise sensitive property (NSP). The objective is the development and operation of trails in consideration to mitigate sound.

4.6.1 Environmental Objective

To minimize potential adverse environmental effects of sound waves produced by ATV riding.

4.6.2 Environmental Management Guidelines

- All ATVs used on the trail system will have a muffler system.
- Where possible, location of trail sections with spacing away from NSP's to reduce sound waves.
- Where possible, location of trail sections with earth berms, a ridge or dense standing vegetation between the trail and NSP's to reduce sound waves.
- Where required, design trail or speed controls to reduce sound waves in the vicinity of NSP's.

4.7 Waste Management

ATV trail operation support facilities such as trash disposal containers, may be provided at club houses but not at trailhead locations. The principal environmental concern associated with ATV trail operation is any trash deposition, specifically food and drink containers that riders use. All ATV trails have a pack-it-in and pack-it-out trash policy, so as to leave no trace. As a Club in good standing requirement, pack-it-in and pack-it-out signage is to be in place at strategic locations on the trails.

4.7.1 Environmental Objectives

To minimize potential litter on the ATV trails and trail heads.

4.7.2 Environmental Management Guidelines

- All ATV trails have a carry-in and carry-out trash policy, with associated communication to riders.

4.8 Trail Closures

ATV trail operation on PEI are subject to weather conditions (i.e., freeze/thaw, precipitation) during seasonal changes. Temporary trail closures are used to remove ATV traffic on the trails or sections at a time that the soils are saturated and traffic would cause damage or develop water ponding that may drain into watercourses or wetlands. Seasonal trail closures are used on trails that are classified as "winter trails" and cannot sustain ATV traffic when the ground is not frozen. Permanent trail closures are used to relocate ATV traffic on sections which are no longer in operation. These relocations can occur where a trail cannot be fixed in an effective or cost-efficient manner and in the long term it is best to relocate and decommission. The principal environmental concern that is to be mitigated by trail closures, is to minimize any excessive water runoff from trails, that may drain into watercourses or wetlands. A permanent trail closure/relocation may be taken to mitigate an issue such as a section in a wooded swamp wetland that is not environmentally sustainable and could adversely impact sensitive habitat.

4.8.1 Environmental Objectives

The environmental objectives for the trail closures are:

- To minimize potential adverse effects (i.e., sedimentation or deleterious substances from entering the waterbody) of trail use, systems are in place to temporally close the trail.
- To minimize potential adverse environmental effects (i.e., trails in wetlands or buffer zones) of trail use, systems are in place to seasonally or permanently close, relocate and decommission.

4.8.2 Environmental Management Guidelines

Temporary Closures

- ATV trail managers will regularly monitor trail conditions and will implement a closure prior to damage or potential environmental issues. Trail closures will be communicated by marking/blocking (i.e., tape, rope, barrier) the section and club communication networks.

Seasonal Closures

- ATV trail managers seasonally close trail sections as required by operational requirements. Seasonal closures will be communicated by marking/blocking (i.e., tape, rope, barrier) the trail and club communication networks.
- "Winter trails" are usually established over wetlands and cannot sustain ATV traffic when the ground is not frozen.

Permanent Closures

- ATV trail managers can permanently close trail sections as required by operational requirements. Trail closures /relocations will be communicated by marking/blocking the sections and club communication networks.

- Decommissioning of closed trails will be designed on a case-by-case basis and may include but not be limited to ripping, blocking, seeding and signage.

5.0 APPLICABLE LEGISLATION REGULATIONS

The applicable Federal and Provincial Legislation and corresponding Regulations are outlined in the table below.

Purpose	Authority	Legislation	Permit/Authorizations
Construction of a bridge or installation of a culvert over/in a watercourse	PEIDEECA	*Environmental Protection Act*	Wetland Watercourse Buffer Zone Activity Permit
Construction of a bridge over a navigable watercourse	Transport Canada, Navigation Protection Program	*Canadian Navigable Waters Act*	Navigation Protection Program Authorization
Construction of a bridge or decking over marsh or wetland with standing water	PEIDEECA	*Environmental Protection Act* Wetland Policy for PEI	Wetland Watercourse Buffer Zone Activity Permit
Operation of a trail in a buffer zone	PEIDEECA	*Environmental Protection Act* Buffer Zone Policy for PEI	Wetland Watercourse Buffer Zone Activity Permit

6.0 KEY CONTACT INFORMATION

Note: All Permit Applications are to be directed to the appropriate Department through the Federation.

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PEI Department of Transportation and Infrastructure (PEIDTI)
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Transport Canada, Navigation Protection Program
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7.0 GLOSSARY/REFERENCES

Glossary

Buffer Zone - The land within 15 m of watercourse or wetland boundary.

Drainage shunts - Shallow (i.e., usually installed with a hand shovel) diagonal depressions in the trail surface that are used to move small amounts of surface water across the trail.

Legacy Trail - Trail systems refer to the trails that clubs have operated for riders, usually they are located on private lands (i.e., with land owner permission). By the nature of these legacy trail system development methods (i.e., making the most of older trails, abandoned roads, forestry access roads, etc.), connecting segments of trails were established in buffer zones (i.e., usually agricultural fields (with landowner granting permission)). The legacy trail systems regularly ensured that watercourses and open/standing water wetlands crossings have bridges and/or culverts. Some connecting segment trail corridors crossed unmapped, shrub/treed wetlands (i.e., with landowner permission).

Watercourse - "watercourse" means an area which has a sediment bed and may or may not contain water, and without limiting the generality of the foregoing, includes the full length and width of the sediment bed, bank and shore of any stream, spring, creek, brook, river, lake, pond, bay, estuary or coastal body, any water therein, and any part thereof, up to and including the watercourse boundary: Note that sediment bed refers to material (sand, silt, gravel, rocks, etc.) deposited by flowing water. A ditch with terrestrial vegetation (grass) is not a watercourse (unless a sediment bed is present upstream).

Wetland - "wetland" means: (i) an area which contains hydric soil, aquatic or water-tolerant vegetation, and may or may not contain water, and includes any water therein and everything up to and including the wetland boundary, and (ii) without limiting the generality of the foregoing, includes any area identified in the Prince Edward Island Wetland Inventory as open water, deep marsh, shallow marsh, salt marsh, seasonally flooded flats, brackish marsh, a shrub swamp, a wooded swamp, a bog or a meadow. A wetland by this definition is any area with hydric soils and aquatic/water tolerant vegetation which may/may not be on the inventory and may/may not contain water.

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