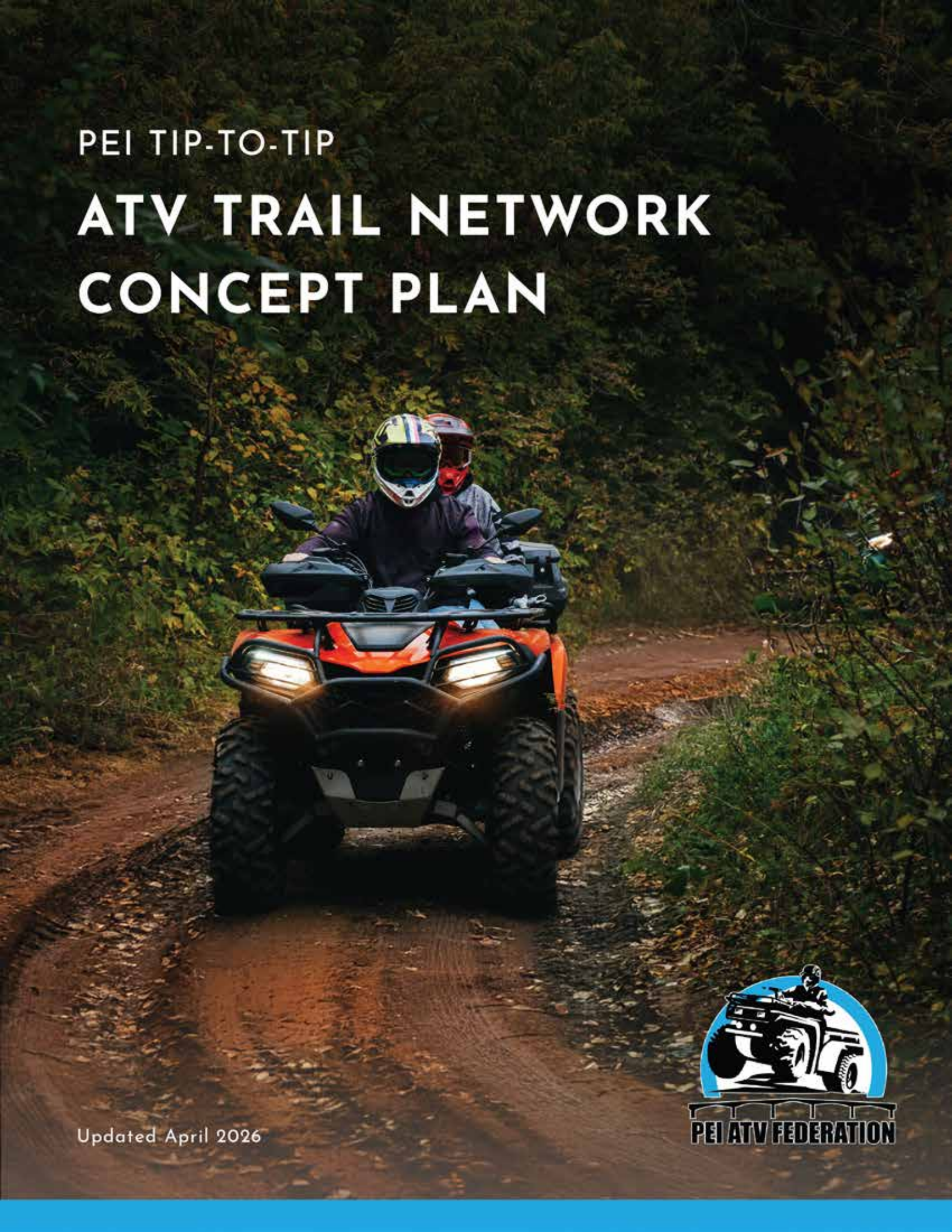
PEI TIP-TO-TIP

ATV TRAIL NETWORK CONCEPT PLAN



Updated April 2026

PEI ATV FEDERATION

Land Acknowledgment

We are honoured to work in Mi'kma'ki, the homeland of the Mi'kmaq People. We recognize that the land on which we work is the ancestral and unceded territory of the Mi'kmaq First Nation, and we pay our respects to the Indigenous Mi'kmaq people of this territory: past, present, and future. This territory is covered by the "Treaties of Peace and Friendship" with Mi'kmaq Peoples.



Table of Contents

Executive Summary 1

1. Methodology 3

2. Key Findings 8

3. Network Development 12

4. Implementation 25

Figures

Figure 1. Planning Pyramid (McElhanney 2023) 3

Figure 2. Stakeholder Outreach Summary 4

Figure 3. Trail Development Efficiency Chart 14

Tables

Table 1. GIS Model Factors 5

Table 2. Established ATV trails on Prince Edward Island 7

Table 3. Recommendations for Administrative and Regulatory Actions 13

Maps

Map 1. PEI Overview Map 2

Map 2. Proposed Routes - West 16

Map 3. Proposed Routes - Summerside Area 18

Map 4. Proposed Routes - Charlottetown Area 20

Map 5. Proposed Routes - Southwest 22

Map 6. Proposed Routes - Souris 24

Map 7. Implementation 28

Appendices

Appendix A: GIS Model - Path of Least Resistance Maps

Appendix B: Existing Trails

Executive Summary

The PEI ATV Federation is working toward a tip-to-tip trail network on Prince Edward Island. Beyond a singular line across the province, the ATV Federation and member clubs aim to develop a network that provides an exceptional user experience with a strong sense of place. Further, the project is intended to provide a mechanism to address gaps in the current regulatory framework.

Project Vision

To create a continuous, safe, legal and sustainable ATV Trail Network that spans PEI from North Cape to East Point, balancing recreational needs with environmental stewardship, community interests and enhanced tourism opportunities.

The 2023 ATV Tourism Feasibility Study provided foundational rationale for ATV tourism on the Island. The opportunity to attract responsible tourism use, provide an economic boost to Island tourism operators during shoulder and winter seasons, and provide more legal riding opportunities for local enthusiasts is appealing to all involved.

Most of the existing trails on PEI exist on private land through the generosity of private land owners. Connections between the existing trail networks is difficult as clubs have to network further afield to gather landowner support and activate volunteers and donations to build trails. Utilizing existing road infrastructure is a potential solution to expedite the tip-to-tip connections. These options are investigated in Section 3 of this report.

Alongside trail development, the PEI ATV Federation and the Government of PEI must improve regulatory oversight of trail development and ridership. These recommendations include a trail development standard, enhanced rider education and enforcement presence, transparent trail authorization process, and landowner incentives for trails on private land.

Project Goals

Improve Connectivity
Design a trail network that connects communities across PEI for an enhanced user experience.

Enhance Safety
Promote safe, responsible ATV use, raise the profile of the sport.

Minimize Ecological Impact
Careful planning to adhere to environmental regulations.

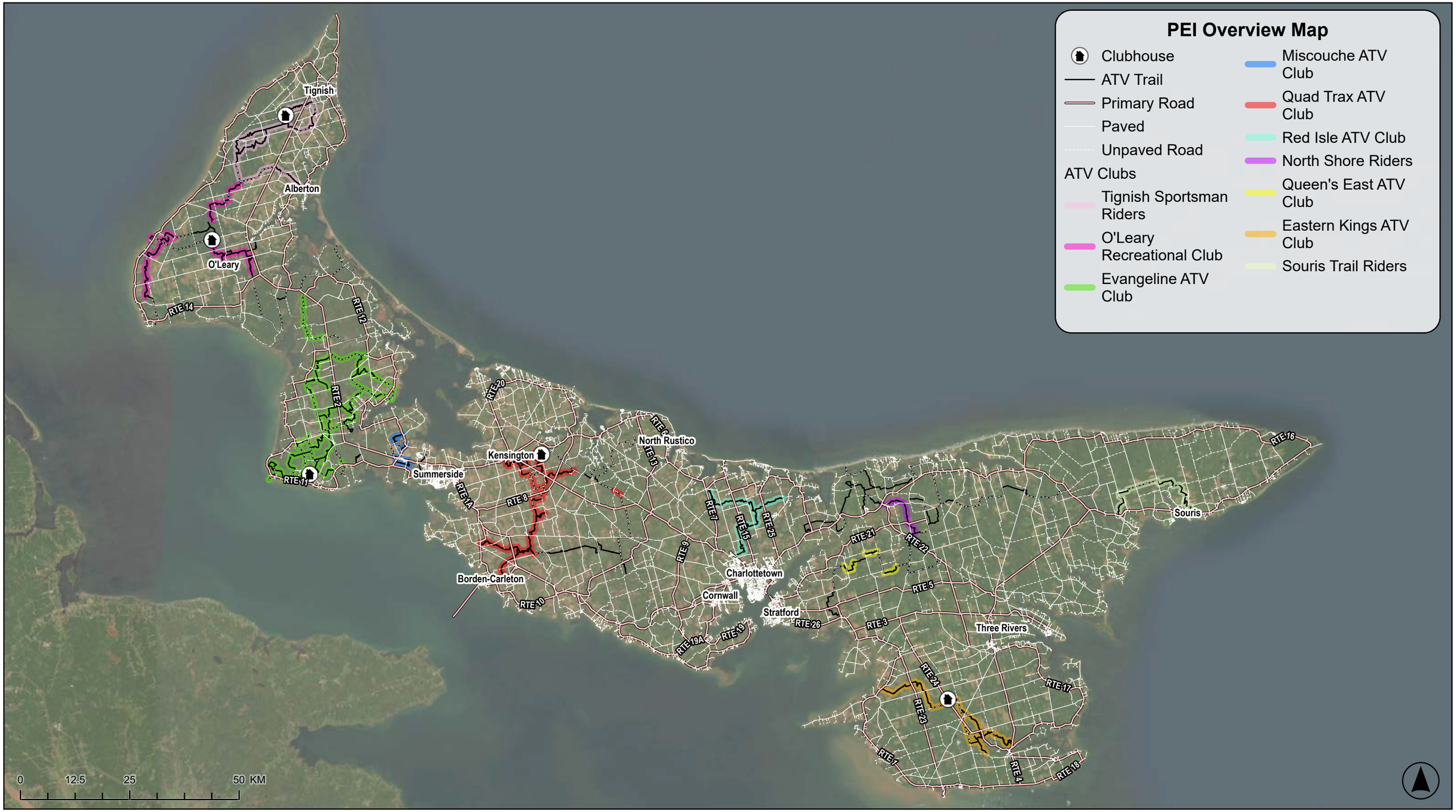
Work with Landowners
Establish agreements with landowners to ensure responsible trail use and access.

Reduce Informal Use
Provide designated, legal routes to reduce unauthorized trail use.

Support Tourism
Attract ATV tourism and extend the visitor season.

Promote Economic Development
Drive business to rural service hubs and local attractions.

Map 1. PEI Overview Map





1. Methodology

The Planning Pyramid was used to frame the project from foundational research to top-end deliverables and recommendations. Foundational work includes review and evaluation of existing plans, research papers, legislation, and best practises guides; engagement with the community, interest holders, and government; and professional observations of the current state of trails and trail infrastructure.

Themes and constraints that arise from the foundational work form the phasing and recommendations that are found in this Trail Network Concept Plan.

Figure 1. Planning Pyramid (McElhanney 2023)



Phase 1: Background Review

The purpose of the Background Review was to compile existing knowledge, best practices, and policy guidance related to ATV network development; the PEI political, social and ecological landscape; and ATV organizations proximal to PEI. This foundational research aimed identify gaps and establish a strong evidence base for the PEI Tip-to-Tip ATV trail network, informing the project team of historical, current and optimal future states.

Content for the literature review was developed through McElhanney's knowledge of existing best practice guides, Volume 18's knowledge of political resources on PEI, recommendations from the PEI ATV Federation, and further references gathered through the engagement process. The sources reviewed are presented in a structured table to categorize and analyze maps, peer-reviewed studies, legislature, government reports, and trail standards.

The Background Review is presented as a complete report and available from the PEI ATV Federation as a supplementary report.

Phase 2: Engagement

The public engagement phase of the project was used to inform the project team of user desires for and potential constraints on the project. Volume 18, in collaboration with the PEI ATV Federation, compiled a list of targeted organizations, community groups, and government departments to inform the project. The work of the engagement phase built upon and informed information from the Background Review.

Engagement consisted of 10 workshops with provincial ATV clubs, four regional workshops geared for public participation, and 28 stakeholder conversations. The information collected through these methods was gathered into broad themes that guide the development of the Trail Network Concept Plan.

The Stakeholder Report is presented as a complete report and available from the PEI ATV Federation as a supplementary report.

Figure 2. Stakeholder Outreach Summary

Government Departments	Department of Transportation and Infrastructure, Department of Environment, Energy & Climate Action, Department of Justice and Public Safety, Department of Agriculture, Department of Fisheries, Tourism, Sport and Culture, Department of Housing, Land and Communities, Department of Economic Development, Innovation and Trade
Indigenous Engagement	Abegweit First Nation
Tourism Groups	Tourism PEI, Island East Tourism Group, North Cape Coastal Tourism Area Partnership, Central Coastal Tourism Partnership, Tourism Cavendish Beach
Environmental or Land Conservation Groups	Island Nature Trust, Macphail Woods Ecological Forestry Project, PEI Watershed Alliance, Trout Unlimited Prince County Chapter
Trail User Groups	Island Trails, Cycle PEI, PEI Snowmobile Association, Equestrian Trail Riders, ATV Clubs
Public	Community Members

Phase 3: GIS Modelling

Prince Edward Island is small relative to other Canadian provinces, but the scope of a province-wide trail network is still significant, especially with the many constraints on the Island. To expedite the opportunities analysis for trail development, McElhanney used a GIS model to create a "path of least resistance" map of the Island.

Data layers for the map were sourced from publicly available data, government and private sources.

The maps clearly show that there is no "easy" route across the province, much less in any one area, despite multiple attempts to reclassify and re-weight the model factors. To identify a potential trail routing, the project team relied on the most resistance data layers to identify clear "no-go areas," recognizing that the developed options may not be feasible for a number of reasons.

The map models developed through this phase of work are included in **Appendix A** and the associated spatial layers are available from the PEI ATV Federation.

Table 1. GIS Model Factors

	Least Resistance	More Resistance	Most Resistance
Rationale	Existing, proven use; long term confidence; good trail building conditions.	Proven use in other jurisdictions; less long-term confidence; administrative burden; poor trail building conditions.	Unproven use in other jurisdictions; unfavourable public sentiment; legislative exclusions; Environmental protection; very difficult trail building conditions.
Roads **Right of Ways** **Easements**	Pilot Roads (approved) Existing linear rights of way	Dirt Roads Paved roads numbered 100 or greater	Paved Roads numbered 100 or less
Trails	Existing PEI ATVF Trails	Equestrian Trails Snowmobile Trails	Confederation Trail Existing trails (other non-motorized)
Crown Land	PEI Crown Land	Provincial Parks	National Parks Federally protected & conserved areas Provincial natural areas
Private Land		Private land – forestry, agricultural	Private land – all other classifications Private land – owned by Nature Trust or Nature Conservancy
Ecology	Soil Drainage Type: Well	Soil drainage type: imperfect, other	Soil drainage type: poor Wetlands (any designation) and waterbodies
Other		Reserve lands (First Nations Reserve)	Summerside & Charlottetown (town limits)

Phase 4: Site Visit / Professional Observations

The final foundational step in developing the trail network concept plan was a site visit. The purpose of the site visit was to see the trails that are currently authorized to understand riding preferences, understand the challenges associated with trail development from a mechanical perspective, and assess options for areas where there is no low resistance trail connection area.

The site visit took place during the last week of June 2025. During the visit trails in all regions of the province were assessed. Observations from the site visit include:

- The desired trail user experience is a smooth, consistent trail with a variety of scenery and rest stop opportunities. The current authorized trail system is not suitable for high-speed riding or off-trail riding.
- There was little evidence of widespread nuisance behaviours on the authorized trail system, such as mud-bogging, littering, high-speed travel, or off-trail riding.
- Design of current trails by local ATV clubs suggest that most riders want stacked loop trail systems or trails that provide access to a destination or resting point.
- Riders do not appear to be desirous of a trail system that provides for skill development. A consistent and predictable network is currently being developed by the riding community.
- ATV clubs are well established, many with clubhouses and very active fundraising and community development activities. Volunteer burnout and matched fundraising obligations are arising issues.
- Most ATV clubhouses also have playgrounds, walking trails and are used year-round. Winter use is either shared with snowmobile clubs or specifically for winter ATV riding.
- The lack of connectivity in the trail systems poses a real problem for clubs and legal use. In many areas trails are fragmented by road segments, which limits legal use of the trails and turns the balance of riders to those who are more comfortable living outside the rule of the law.



Table 2. Established ATV trails on Prince Edward Island

Club	Authorized Trails	Authorized Pilot Roads	Unauthorized Trails	Unauthorized Road Connections
Tignish Sportsman Riders	14 km	45 km	1 km	2 km
O'Leary Recreational Club	46 km	1 km	13 km	23 km
Evangeline ATV Club	89 km	56 km	5 km	58 km
Miscouche ATV Club	9 km	1 km	7 km	7 km
Quad Trax ATV Club	64 km	10 km	25 km	27 km
Red Isle ATV Club	33 km	0.4 km		21 km
North Shore Riders	9 km	1 km	59 km	47 km
Souris Riders	17 km	7 km		
Queen's East ATV Club	12 km	1 km	11 km	25 km
Eastern Kings ATV Club	38 km	14 km		

- Private land use is tenuous.
- Trail construction is difficult and costly. Much of PEI is very wet and low-lying so raised tread trail construction is required to minimize environmental damage and provide the desired trail experience. There is no aggregate available on the Island to form a base for these raised tread corridors, so developing the trail requires use of corduroy road (wood base) with naturally occurring dirt overtop or trucking aggregate from the mainland with a naturally occurring dirt cap. This level of expenditure to develop trails on private land is risky.
- There are a number of roads that are no longer maintained by the province and substantially grown in. These roads still require the PEI ATV Federation to apply for use as a pilot road. Some of these roads may provide valuable connectivity but are likely better used to provide character trails within the larger network.
- Trail signage is abundant but inconsistent and potentially hazardous. The volume of signs is difficult to navigate and many of the signs are posted on short wooden stakes that could present a safety hazard in the case of an accident or incident. The trail signage information, placement and typology are not consistent across the province.

Maps of the existing authorized and unauthorized trails in the province are provided in **Appendix B**.

Phase 5: Plan Development

The final phase of the Trail Network Concept Plan development was to synthesize and overlay all information available to best guide the project direction. The project team worked with the PEI ATV Federation to identify priorities and based on learnings from the foundational work completed.

The draft Trail Network Concept Plan was reviewed with the PEI ATV Federation, government, and community stakeholders prior to being finalized.

2. Key Findings

Following the foundational research, engagement and professional observations a number of thematic findings were identified. These findings are outlined below and used to frame the recommendations found in Section 3.

Developing Trails on Private Land is Risky

Nearly all trails on PEI are currently located on private land. This model has proven successful for willing landowners and ATV clubs. These trails provide a quality user experience and are generally located in areas where other land uses are not feasible, such as on the edges of agricultural fields or through forested areas. Landowner agreements and the Occupier's Liability Act offer a level of protection and control over use to property owners.

While the model appears to be largely successful, it is not a sustainable long-term solution for a province-wide trail network that is intended to attract tourism. The key considerations with expanding private land use include:

- Landowners may terminate their use agreements at any time with no recompense. This means trail routing maps have to be very changeable and province-wide continuity may be interrupted at any time.
- Sustainable trail construction is very costly, more so in wetland areas. Sourcing private funding is difficulty and spending public funds on private land is not preferred.
- Building more trails means disturbing more land, causing a net negative environmental impact, even if the trail is located in the most responsible location with the highest quality of construction.
- Beyond the Trespassing Act, there is no mechanism for enforcement activities on private land to address rider behaviour.

Trail development on private land is best suited to trails that deliver a specific user experience and not trails that are critical for Tip-to-Tip connectivity. Trails on private land provide a very important flavour to the network but due to the instability associated with these trail permissions, they should be used as network enhancements rather than critical corridors.





Safety Concerns and Some Rider Behaviour has Created a Negative Public Perception

Public perception of ATV riders is not all positive. Community concerns about rider behaviour include safety, respect for private property, and environmental degradation. While a percentage of ATV riders most certainly exhibit undesirable behaviours, they are not representative of the large majority of the riding community. One of the biggest hurdles to getting widespread support for a Tip-to-Tip trail network is turning the current of public opinion.

Some of the factors causing negative behaviours and influencing public perception of the ATV community include:

- Media coverage of primarily negative news events – fatal incidents and hooliganism – paints a negative picture of the larger community.
- Fragmented trail networks require users to illegally use roads to connect larger loops. The noncontiguous state of PEI's trails results in a riding community that is comfortable occasionally breaking the law. A safe and legal trail system would create more law-abiding ridership.
- Rider safety and education programs are required for operators under the age of 16 or with less than 2 years of driving experience. Courses put on by the PEI ATV Federation are very poorly attended.
- Provincial regulations, such as requirements for registration and insurance, driver training, and impaired driving, can only be enforced on pilot roads and not trails on private land.
- Lack of provincial standards and oversight has resulted in trails that unintentionally damage fragile ecosystems.

The PEI ATV Federation is doing its best to change public perception and the unintended impacts of ATV trail development by showing leadership in developing an environmental code of practise for trail development, leading trail inspections, offering safety and rider education courses and distancing themselves from bad actors. The Government of PEI has been very supportive of the PEI ATV Federation's efforts to improve rider behaviour and reputation, recognizing the positive economic impacts of a thriving ATV community. The Province will continue to play an important role in developing and executing frameworks to improve ATV trails and user behaviours on PEI.

Proactive rider education, regulation, and ease of enforcement will encourage law abiding and safe operation. Stereotyping all ATV riders by the behaviours of a few is not a progressive way to manage users and continuing to remove access and opportunity will only marginalize this rider group further. More visibility of law abiding riders will help improve the public perception of the riding community.

Trail Authorization and Development is Ad Hoc

Many stakeholders have expressed their desire for the Tip-to-Tip Trail Network Concept Plan to solve problems associated with trail authorization and development. The hope that this plan provides a specific route forward with justification for private and public land use does not necessarily expedite or make the approval process more efficient.

In other jurisdictions, especially where public land use is more available, the government has more oversight of the trail approval and development process. Some issues currently faced by the ATV Federation include:

- Adherence to the environmental code of practise is widespread, but some clubs and trails are struggling to meet all of the objectives on private land due to lack of enforcement mechanisms and costs associated with sustainable trail development.
- Agreements for trail development on private land are between the club and the landowner and there is limited ability for the ATV Federation or provincial government to set requirements or expectations.
- There is no provincial standard for trail design and development. The ATV Federation has developed an environmental code of practice that addresses many environmental trail tread concerns, but does not include design, classification, or signage guidance.

More oversight of the trail authorization and development process will create a more sustainable and consistent trail experience across the island. All types of trail development – from ATV trails to hiking trails – will benefit from a consistent provincial standard.

The Tip-to-Tip Trail is for Tourism

ATV riders on Prince Edward Island want more connectivity in their trail networks, more consistency and stability in the trail development process, and more support from the government to guide positive user behaviour. Many ATV riders see a province-wide network as an opportunity to attract tourism and also legitimize the sport on the Island, more than they see it as a riding opportunity for themselves.

Comments that arose throughout the stakeholder conversations and the site visit highlighted that:

- Riders want high-quality trails to enjoy nature and access destinations near their homes.
- The development of a Tip-to-Tip trail will help establish a trail permitting and development process and assist them in connecting through difficult areas.
- More ATV tourism will show local businesses the economic impact of the ATV community and help improve the reputation of riders.
- ATV tourists need consistent trail experiences, excellent signage and wayfinding, and connectivity to service hubs where they can get fuel, service, food and accommodation.

While the Tip-to-Tip trail will create an unparalleled tourism product, ATV clubs on the Island see the primary benefit of the trail as a legitimization of their activity and a way to improve trail development and management processes.

Government Oversight of ATV Use and Trail Development can be Expanded

Relative to many recreational activities, ATV's are high impact and high risk. Other activities with similar risk levels, such as boating and driving on-highway motor vehicles, are highly regulated and overseen by the government. The PEI ATV Federation has implemented a number of proactive programs and policies that address user behaviours and environmental impacts but lack the enforcement authority of the government.

While the provincial government has made huge strides in supporting safe and responsible ATV use, there is still some work to do. Government support will amplify the efforts of the PEI ATV Federation and make trail development easier. Areas in which the government could better support the PEI ATV Federation include:

- Development of trail and signage standards and a transparent trail authorization.
- Updates to the OHV Act so enforcement of rider behaviour and safety standards can occur on private land.
- Provide taxation incentives to private landowners who provide parts of their land for recreational trail development.
- Updates to the Pilot Road regulation to include more road classifications. Add an evaluation process on a time-based cycle with clear metrics to provide future justification for program expansion or reduction.

Government support in these few key areas will help the ATV community construct more sustainable trails, establish better relationships with landowners, and develop a safer riding community.





3. Network Development

Throughout the Tip-to-Tip trail network concept plan development process it became clear that two parallel processes need to be undertaken. Firstly, administrative and regulatory processes need to be developed or updated to provide a level of security and consistency in trail construction and rider management. The PEI ATV Federation has taken many positive steps to this regard but requires government support to finalize and enforce these initiatives.

By establishing the foundational administrative and regulatory processes, routing and constructing the Tip-to-Tip trail will become much easier. Private landowners will have more confidence in trail construction and rider behaviours, the provincial government will have a stronger relationship with clubs responsible for trail development and riders who exhibit negative behaviours will be easier to correct and disassociate from the organization and legal trails.

Once the administrative and regulatory processes are in place, wider network development will occur more efficiently and effectively. Recommendations for trail routing found below outline options that involve a combination of private land and dirt road use, and routes that involve paved roads to minimize the effort and risk associated with developing trails on private land.

Administrative and Regulatory Activities

Table 3. Recommendations for Administrative and Regulatory Actions

Activity	ATVPEI Role	Government Role
Create trail development and signage standards	Identify key aspects of ATV trail development and signage that are important to reflect in a provincial standard.	Adopt provincial trail standards for all types of trails. Establish an environmental assessment protocol for new trail development. Share or develop provincial recreational signage standards.
Establish a transparent trail authorization process	Help clubs develop trail plans, in addition to this tip-to-tip network plan, that will prioritize trail development and support the provincial application program.	Establish a process and key contact for clubs to liaise directly with for trail authorization or road use. Oversee environmental assessments for new trail developments. Utilize trail standards to guide the authorization process.
Identify and offer incentives to private landowners who permit trails on their land	Engage legal support to draft landowner agreements. Add reference to the Occupier's Liability Act to the landowner guide.	Update OHV act to identify all authorized ATV association trail so enforcement may occur on private land. Provide property tax incentives on portions of land that are used for public recreation and access.
Develop Road Trail Program	Identify and prioritize key road connections.	Change current dirt-road focused Pilot Road program to Road Trail program. Expedite approval process. Minimize consultation requirement with landowners. Adjust Pilot Road program to assess possible use of paved roads as trails. Set metrics for success. Minimize consultation requirement with landowners.



Trail Routing

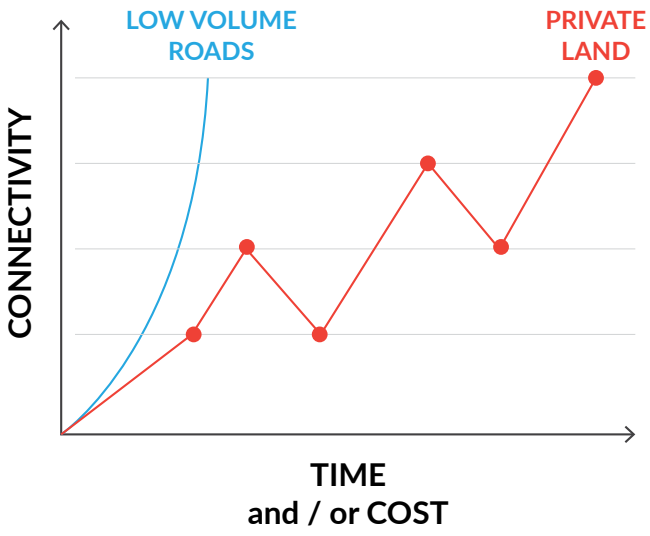
Connecting Prince Edward Island from Tip-to-Tip can be done by utilizing private land and select dirt roads, or by allowing more intentional road use to connect between club trail networks. Permitting wider-spread but more intentional road use for connecting the province is the most efficient way to develop the Tip-to-Tip network (**Figure 3**).

For the route option descriptions on the following pages, an estimated cost of $100/m of trail is used to calculate the cost of the trail development. This is a unit rate estimate based on similar projects in 2025, recognizing the difficult ground conditions. The real cost to build may be up to 40% higher that this.

For the purposes of this report, routing was selected based on efficiency and community-led ideation. Existing linear rights of way were used where possible. Alternative routing options, combining road use and trail development, may be explored as this plan is executed. Use of paved roads, for example, has been noted as undesirable and should be minimized.

The cost of developing new trail alignments will likely be borne by the PEI ATV Federation and member clubs. PEI ATV Clubs have been successful in fundraising efforts to date but have unanimously indicated that volunteer and sponsor exhaustion is becoming an issue. Government support in the way of grants may accommodate some of the costs, however, it is unlikely that public funds will cover the significant amounts of trail network development.

Figure 3. Trail Development Efficiency Chart



West PEI

North Cape to Tignish Sportsman Riders

Connecting the Tignish Sportsman Riders existing trail network to the North Cape of Prince Edward Island is difficult. The land between Tignish and North Cape on the west side of the island is largely protected and very wet, making trail construction difficult. To the east, there is more residential property, very dense in areas, forested zones and wetland areas. To further complicate matters, the only road access to North Cape is on Route 12.

Road Option

Total Distance: 19 km
Dirt Roads: 1.5 km
Paved Roads: 10.5 km
Paved Roads (Route 12): 7 km

Trail Option

Total Distance: 21 km
Parcels of Land: 96
Estimated Cost: $2.1 million

Tignish Sportsman Riders to O'Leary Recreational Club

Tignish Sportsman Riders club trails are already connected to O'Leary's club trails. These are the only two clubs in the province with a continuous and authorized trail system.

O'Leary Recreational Club to Evangeline ATV Club

The O'Leary Recreational Club is also close to being connected with the Evangeline ATV Club trails as connectivity and networks through the western side of the province have benefited from long term use and connectivity goals.

The road option to connect O'Leary to Evangeline, with the intent to avoid major highways, is circuitous.

Road Option

Total Distance: 23 km
Dirt Roads: 8.5 km
Paved Roads: 10 km
Paved Roads (Highway 2 through Portage.): 4.5 km

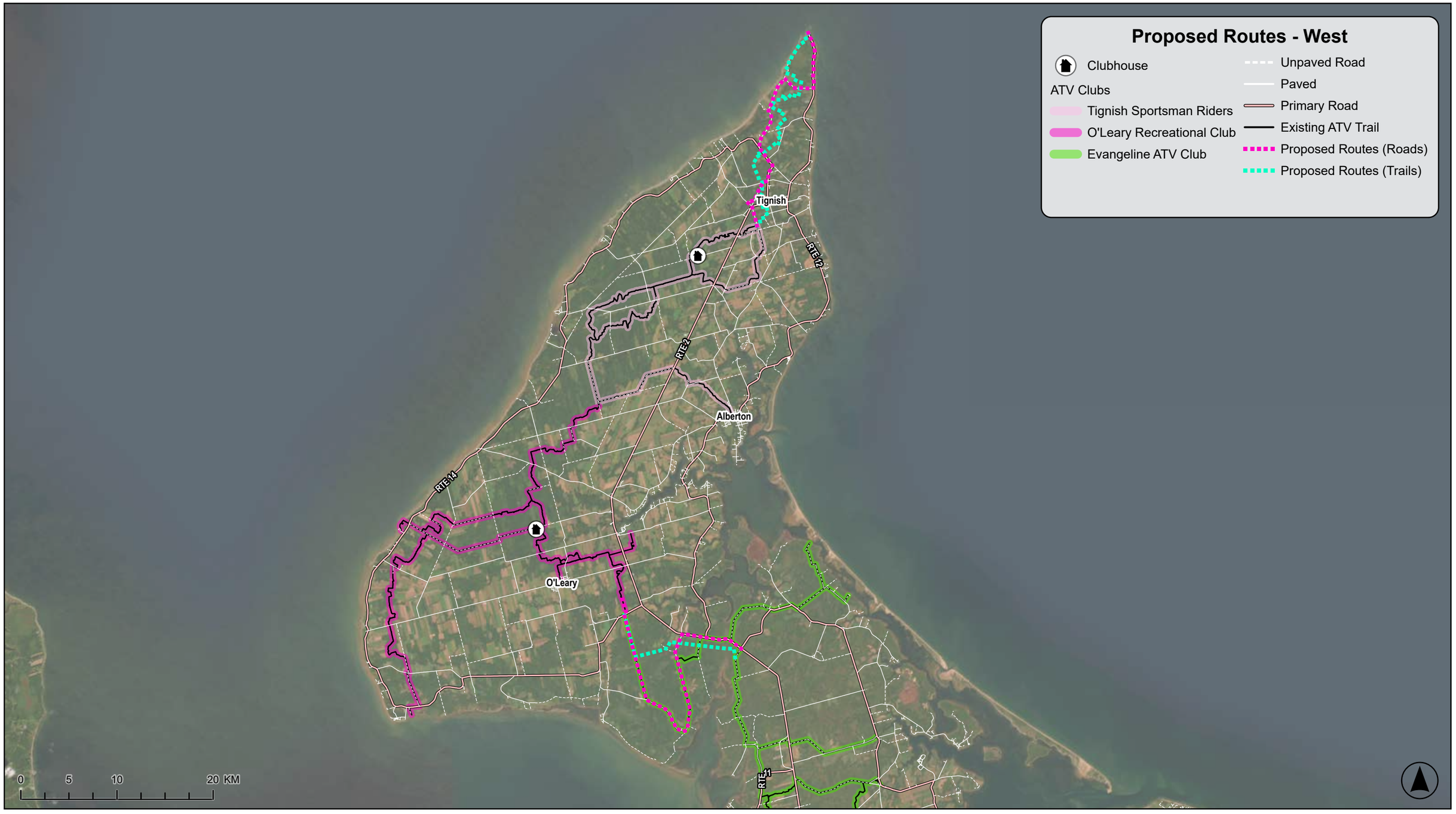
Connecting O'Leary to Evangaline by trail will be very expensive due to the extensive wetland area in Portage.

A historic railway service road parallels the Confederation Trail through Portage. This existing road alignment is within the Confederation Trail right-of-way but separated from the existing Confederation Trail. While still expensive to develop into an environmentally sensitive condition for ATV use, this routing is the most feasible through a challenging area.

Trail Option

Total Distance: 11 km
Parcels of Land: 45
Estimated Cost: $1.1 million

Map 2. Proposed Routes - West



Summerside Area

Evangeline ATV Club to Miscouche ATV Club

The Evangeline ATV club has an extensive trail network but struggles with connectivity across wetland areas to reach the Miscouche ATV Club trails. In this area of the province there are only three road connections between the two club networks – Highway 2, and Routes 11 and 12.

The most efficient connection between Evangeline and Miscouche (and beyond to Quad Trax) is utilizing Route 11. Route 11 through this section of the province goes in and out of residential communities with lower speed limits so allowing low speed ATV use of this corridor would be mitigated by lower speed road traffic and potentially create safety benefits for the residential homes by lowering the speed of all traffic.

Road Option

Total Distance: 16 km
Dirt Roads: 100 m
Paved Roads: 7.5 km
Paved Roads (Route 12): 9km

It is impossible to connect Evangeline and Miscouche by trail without crossing significant wetland areas. The best place to construct this trail would be parallel to the Confederation Trail to minimize the environmental impacts of fragmenting the wetlands with another raised corridor.

Trail Option

Total Distance: 19.5 km
Parcels of Land: 69
Estimated Cost: $1.9 million

Miscouche ATV Club to Quad Trax ATV Club

Miscouche is located to the west of Summerside and Quad Trax to the east. Summerside has a bylaw prohibiting OHV use within city limits, so it is very difficult to find a feasible route across this narrow and wet section of the province.

Utilizing roadways, with the intent to maximize use of dirt roads and low-speed paved roads, the most efficient route is on Route 11 through the waterfront area of Summerside.

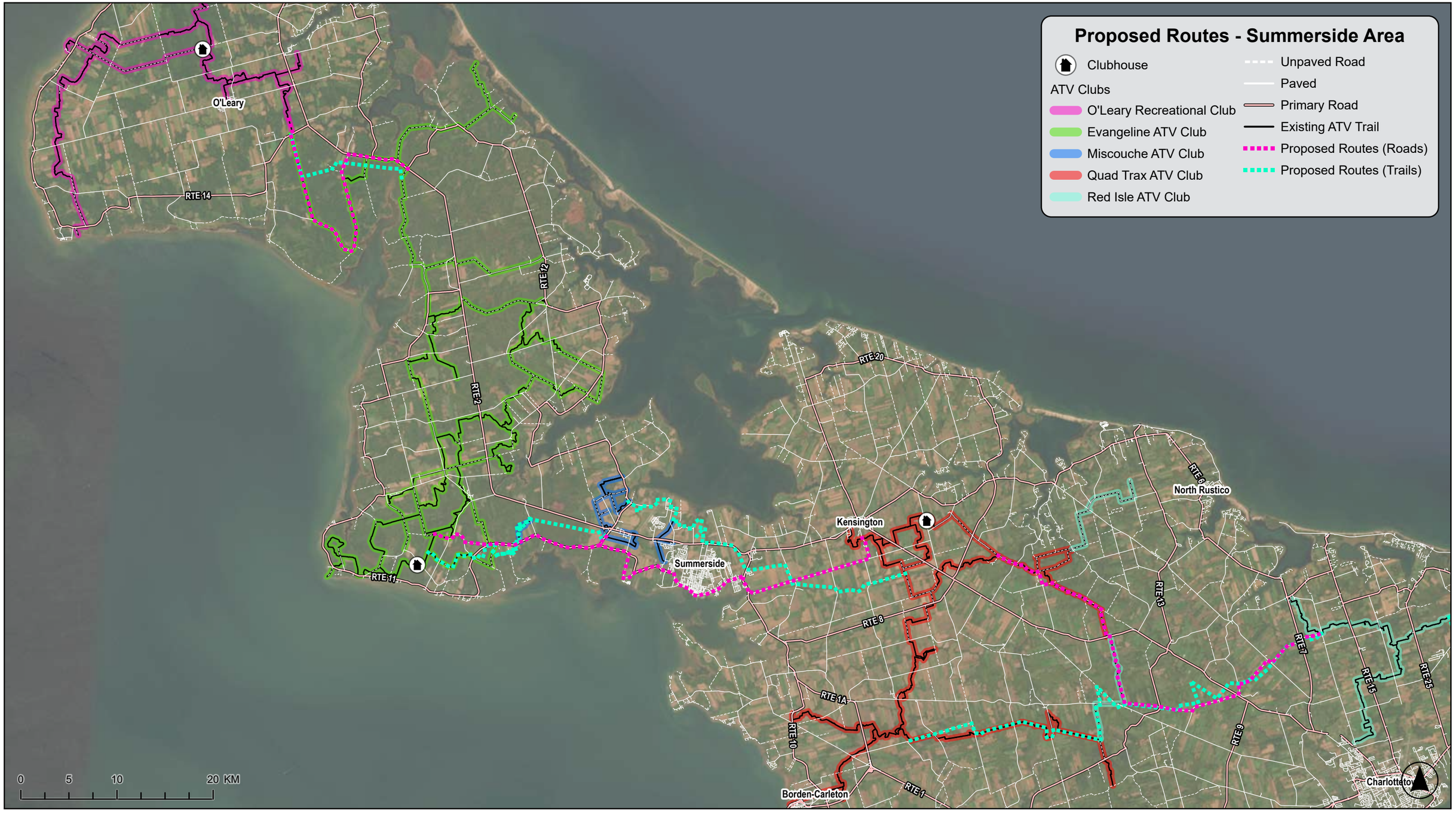
Road Option

Total Distance: 26.5 km
Dirt Roads: 2 km
Paved Roads: 18 km
Paved Roads (Route 11): 6.5 km

Trail Option

Total Distance: 29 km
Parcels of Land: 82
Estimated Cost: $2.9 million

Map 3. Proposed Routes - Summerside Area



Charlottetown Area

Quad Trax ATV Club to Red Isle ATV Club

Mid-Island ATV clubs have less developed trail networks, making connecting clubs like Quad Trax and Red Isle more challenging. This is due to a combination of factors, including the newness of many of these clubs.

Road Option

Total Distance: 34 km
Dirt Roads: 25 km
Paved Roads: 8 km

Trail Option

Total Distance: 40 km
Parcels of Land: 147
Estimated Cost: $2.5 million

Red Isle ATV Club to North Shore Riders

North Shore Riders is one of the newest clubs on PEI and has the fewest authorized trails. They have a large network of proposed trails and pilot roads but have yet to complete the administration required to have them authorized. Assuming that North Shore Riders can complete their existing trail and road authorizations, the connection to Red Isle is not a far distance.

Road Option

Total Distance: 15 km
Dirt Roads: 6 km
Paved Roads: 9 km

Trail Option

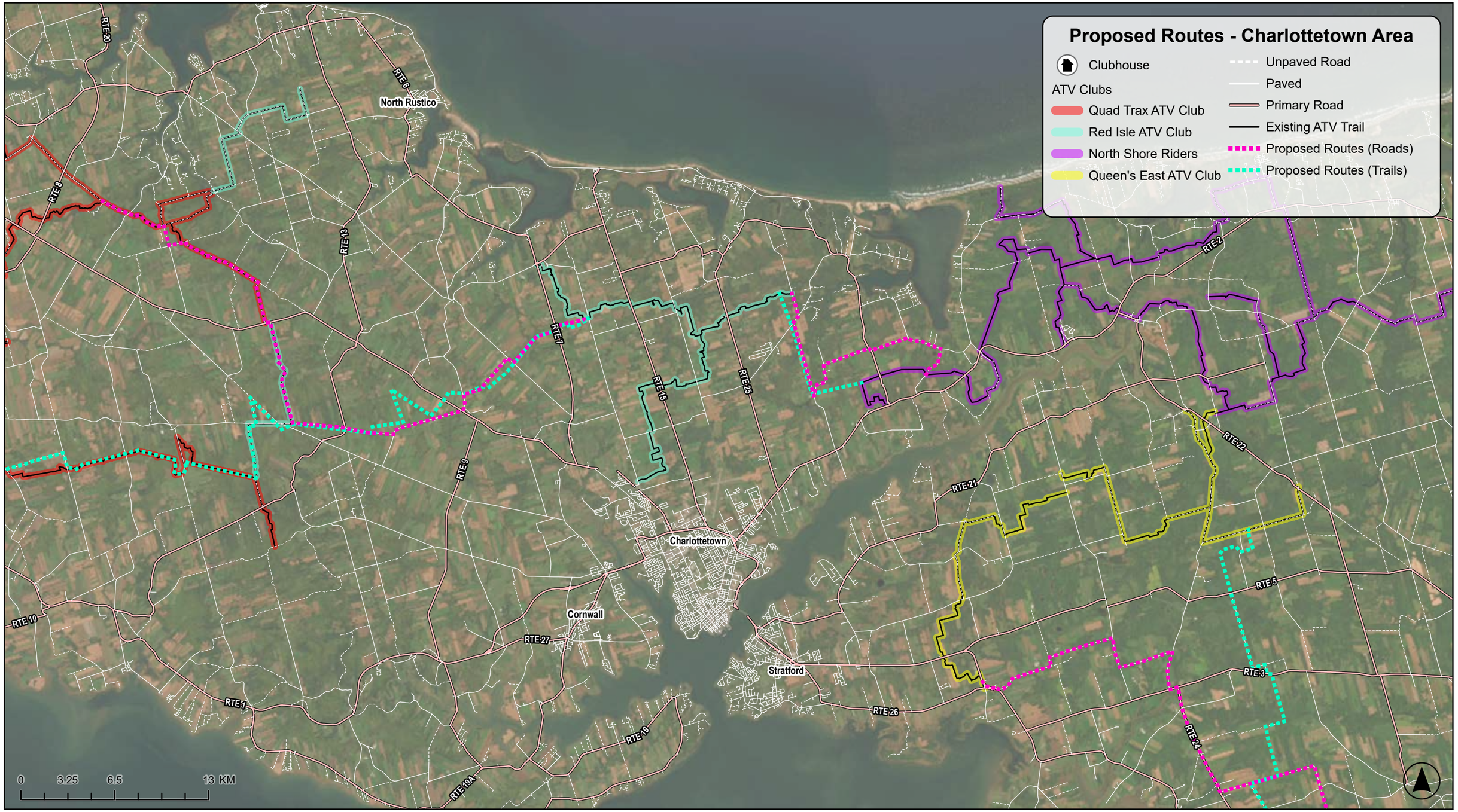
Total Distance: 7.8 km
Parcels of Land: 29
Estimated Cost: $750,000

North Shore Riders to Queen's East ATV Club

Queen's East ATV Club is waiting on approval for a number of pilot roads, without which their network is quite small. These pilot roads will significantly improve connectivity for the club.

To connect from North Shore Riders' proposed trail network to the Queen's East network requires no additional road use, beyond the current network of dirt roads.

Map 4. Proposed Routes - Charlottetown Area



Southwest

Queen's East ATV Club to Eastern Kings ATV Club

The route between Queen's East ATV Club and Eastern Kings ATV club will provide valuable connectivity to the southern half of the Island and a critical connection to Wood Islands where the ferry to Nova Scotia lands. This connection will be essential for tourism.

Road Option

Total Distance: 34 km

Dirt Roads: 13 km

Paved Roads: 14 km

Paved Roads (Route 24): 6.5 km

Trail Option

Total Distance: 33 km

Parcels of Land: 63

Estimated Cost: $2.4 million

Eastern Kings ATV Club to Wood Islands

The easiest connection between Eastern Kings and Wood Islands ferry terminal utilizes a short section of paved road near the ferry, followed by a series of dirt roads.

Road Option

Total Distance: 12.5 km

Dirt Roads: 6 km

Paved Roads: 3 km

Paved Roads (Route 4): 3.5 km

Trail Option

Total Distance: 19 km

Parcels of Land: 48

Estimated Cost: $100,000

Eastern Kings ATV Club to Murray Harbour

Murray Harbour is located at the southeastern tip of Prince Edward Island, completing the tip-to-tip concept. Connecting this location to the Eastern Kings trail network is most effectively done by utilizing paved roads with wide shoulders, as shown on the map.

Road Option

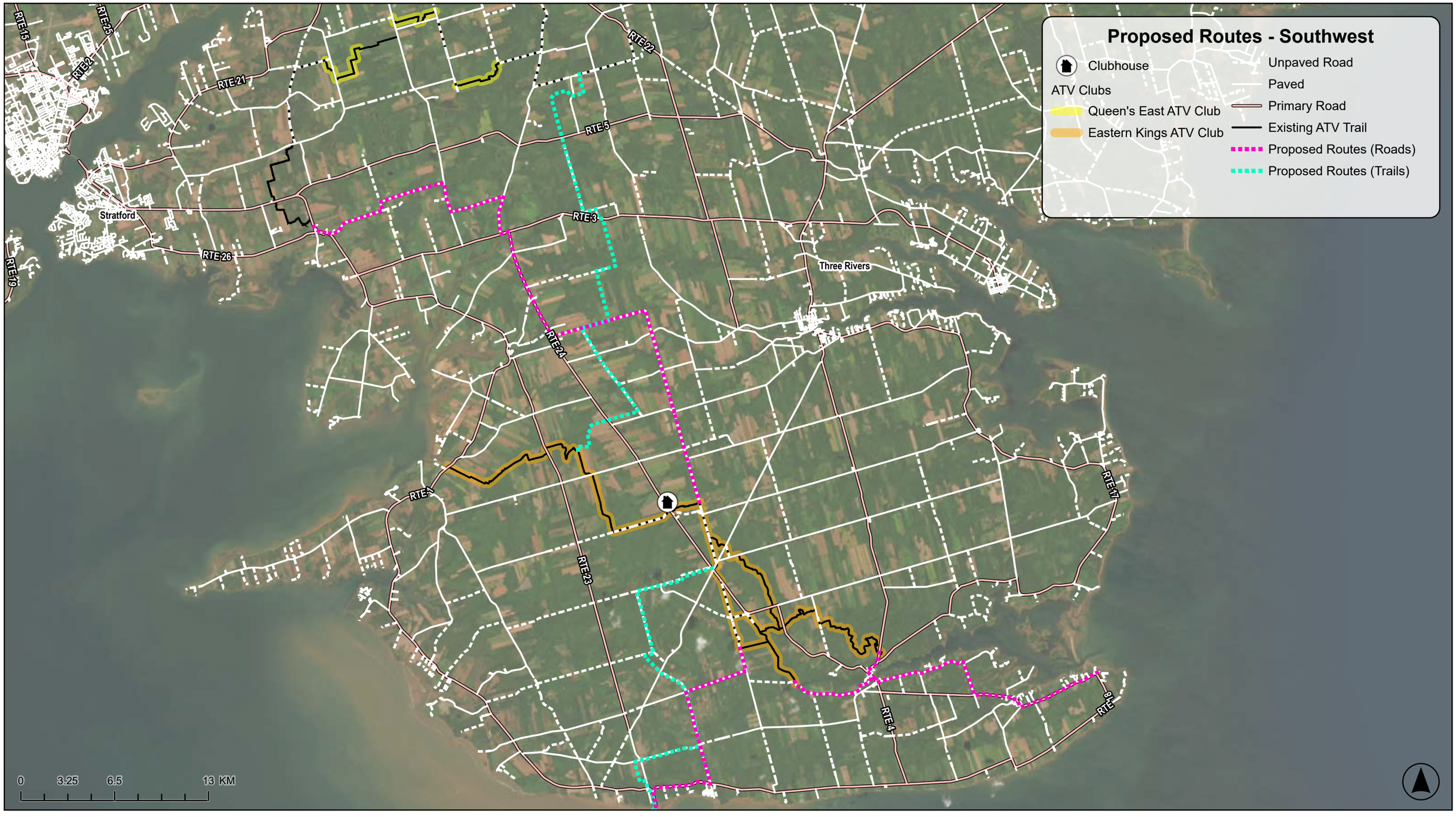
Total Distance: 17 km

Dirt Roads: 2 km

Paved Roads: 8 km

Paved Roads (Route 8): 7 km

Map 5. Proposed Routes - Southwest



Souris

North Shore Riders to Souris Trail Riders

The proposed network of North Shore Riders is expansive and leads close to Souris Trail Riders' network. There are a number of dirt roads in this area, which makes connection much easier.

Road Option

Total Distance: 12 km

Dirt Roads: 5 km

Paved Roads: 7 km

Trail Option

Total Distance: 12 km

Parcels of Land: 35

Estimated Cost: $743,000

Souris Riders to East Point

The eastern most tip of Prince Edward Island, East Point is the critical final connection for the conceptual trail network. There are numerous dirt roads that connect from Souris close to East Point, but the final road to the lighthouse is paved with numerous private residential homes making it difficult to conceive a route for a trail connection.

Road Option

Total Distance: 51 km

Dirt Roads: 32 km

Paved Roads: 2 km

Paved Roads (Route 16): 17 km

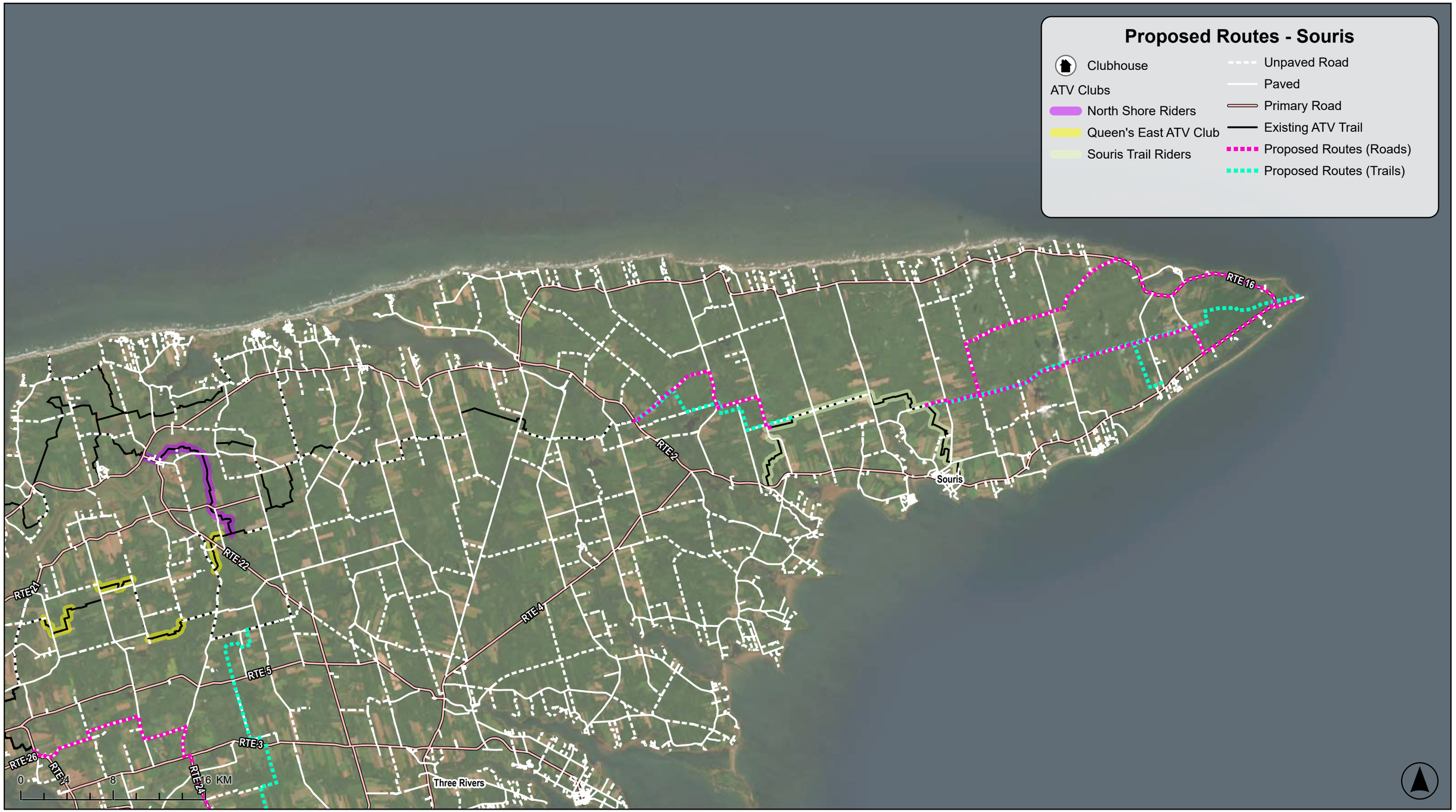
Trail Option

Total Distance: 24 km

Parcels of Land: 88

Estimated Cost: $758,000

Map 6. Proposed Routes - Souris



4. Implementation

Connecting all the ATV Trail Networks on PEI is not a small task and it cannot be taken lightly or quickly. The following implementation recommendations are provided based on ease of implementation and logistical complexities with other ongoing projects or concerns on the Island.

1 Phase 1

The first phase of the project will be to develop and adopt a clear process and evaluation criteria for all trail construction and ATV road use on PEI. This framework will allow the province to consistently monitor the success of their initiatives against clear and agreed upon metrics.

Administrative Activities

- Create provincial trail development and signage standards.
- Update relevant legislation to allow for law enforcement on authorized ATV trail network trails.
- Update Pilot Road and road use regulation to allow for limited use of paved roads. Recommendation to identify non-paved roads as “road trails” and utilize the Pilot Road program to pilot and evaluate success of paved road use.
- Establish a transparent trail authorization and pilot road application process.
- Offer taxation incentives to private landowners who permit recreational trails on their land.

Estimated fees: $150,000 plus staff time.

Trail Network

As a first step in connectivity, the goal is to create nodes of connected trail systems where there is less resistance on PEI. The priority areas are as follows:

Western PEI

O’Leary to Evangeline

Connecting O’Leary to Evangeline requires crossing the Portage swamp. This is a critical pinch point, not only for the PEI ATV Federation but also the wider highway and emergency access/egress network. The PEI ATV Federation and the provincial government can use this opportunity to work together to establish a new trail route or pilot the use of paved road right of way use.



Central PEI

North Shore Riders

Support the North Shore Riders club in formally establishing existing trail network.

Once North Shore Riders' current unauthorized trail and dirt road system is legitimized, connectivity in Eastern PEI will be significantly improved and more decisions regarding logical connections in Eastern and Central PEI will be possible.

Eastern PEI

Queen's East to Eastern Kings

The area of Queen's East to Eastern Kings has many opportunities for trail development and pilot road use. Short sections of paved road rights of way may be required to cross major drainages or wet areas. The opportunity to pilot use of paved rights of way in this area will provide valuable data to assess the success of regulation and program updates.

2 Phase 2

The second phase of implementation will include a review and feedback period on the success of administrative frameworks set upon in Phase 1 and continuous expansion of the trail network.

Administrative Activities

- Assess success of Road Trail and Pilot Road (paved) program.
- Update map of existing trails and incomplete connections.

Trail Network

The second phase of connectivity will focus on connecting central PEI, based on the success of the pilot road regulation updates and the ongoing trail development activities prioritized by the clubs on private land. This phase will also be characterized by the initial connection to the actual "tips" of the island, first on the Eastern side.

Western PEI

Evangeline to Miscouche

The land base between Evangeline and Miscouche is very wet and difficult for trail building. The success of the pilot road regulation updates will provide a critical set of parameters for this connection.

Central PEI

Quad Trax – Red Isle – North Shore Riders

Trail development on the north shore of central PEI is less challenging than many other sections of the province. This land base is more varied in topography and many dirt and heritage roads provide important connectivity. Trail development led by clubs can be supported by road connections once the regulation updates are evaluated and finessed.

North Shore Riders to Souris

Once North Shore Riders' current unauthorized trail and dirt road system is legitimized, connectivity on Eastern PEI will be significantly improved and more decisions regarding logical connections in Eastern and Central PEI will be possible.

Eastern PEI

Eastern Kings to Wood Islands

Connecting Eastern Kings to Wood Islands can largely be completed by using existing trail, short new sections of trail, and dirt roads. This connection will be significantly easier once Phase 1 administrative activities are completed.

Eastern Kings to Murray Harbour

Connecting Eastern Kings to Murray Harbour will require use of road rights of way. Phase 1 administrative activities and updates to the pilot road regulation will ease this connection.

At the end of Phase 2, a complete connection from Murray Harbour to the extent of Tignish's trail system will be possible.



3 Phase 3

The final phase of connecting PEI will be connect the two most remote tips of the island to the core trail network, along with continued review and assessment of the Road Trail and Pilot Road programs.

Administrative Activities

- Assess success of Road Trail and Pilot Road programs.
- Update map of existing trails and incomplete connections.

Trail Network

The final phase of trail development will complete the tip-to-tip trail by completing the more complex and furthest reaching parts of the province.

Western PEI

Tignish to North Cape

Access to North Cape requires paved road right of way use and the ground conditions between Tignish and North Cape significantly limit trail development. This complex connection will require feedback from Phase 1 and 2 administrative activities.

Central PEI

Miscouche to Quad Trax

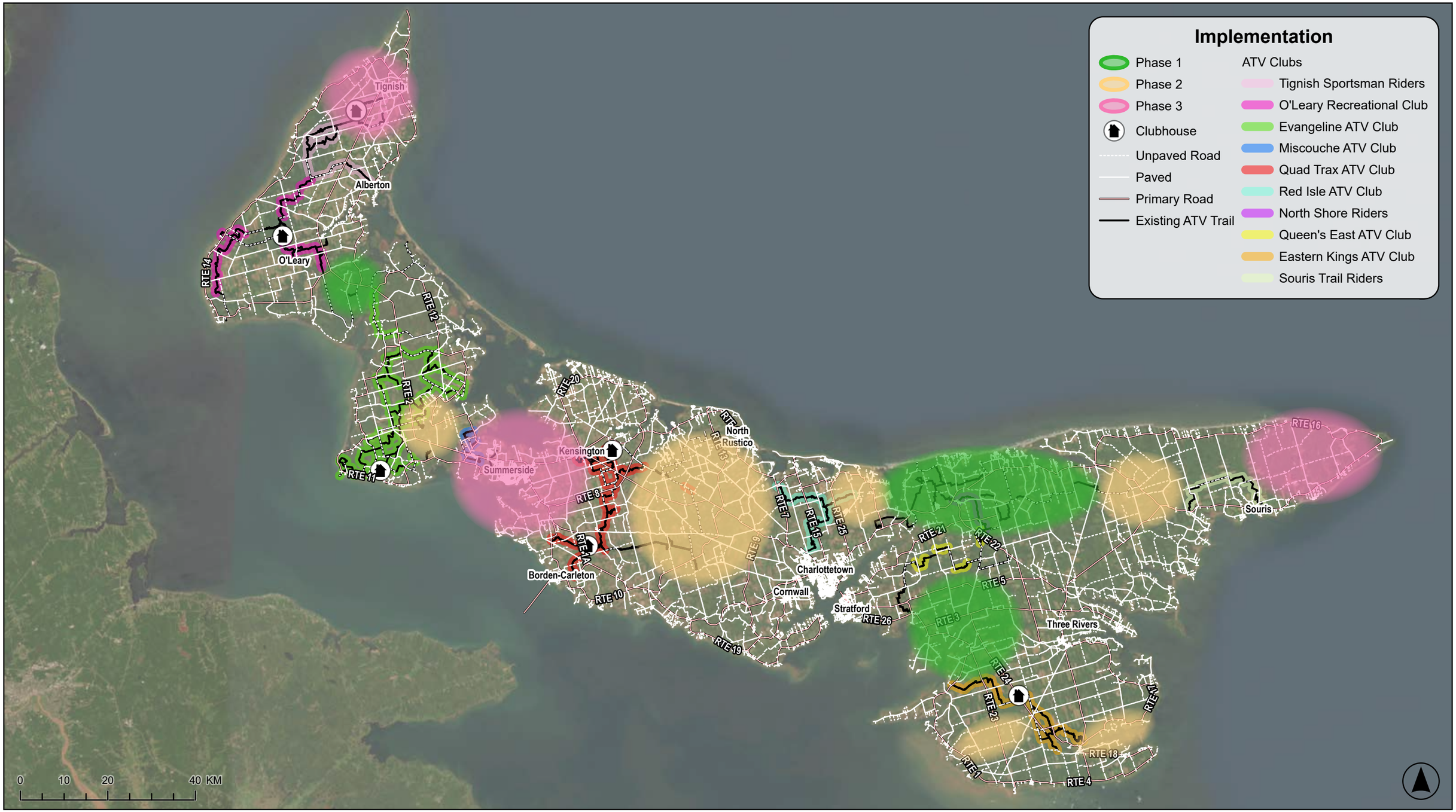
Miscouche to Quad Trax is a significant connection that requires passage through Summerside where current bylaws prohibit OHV use. Trail routes around Summerside will require many private land use agreements and a strong club presence to support and manage them.

Eastern PEI

Souris to East Point

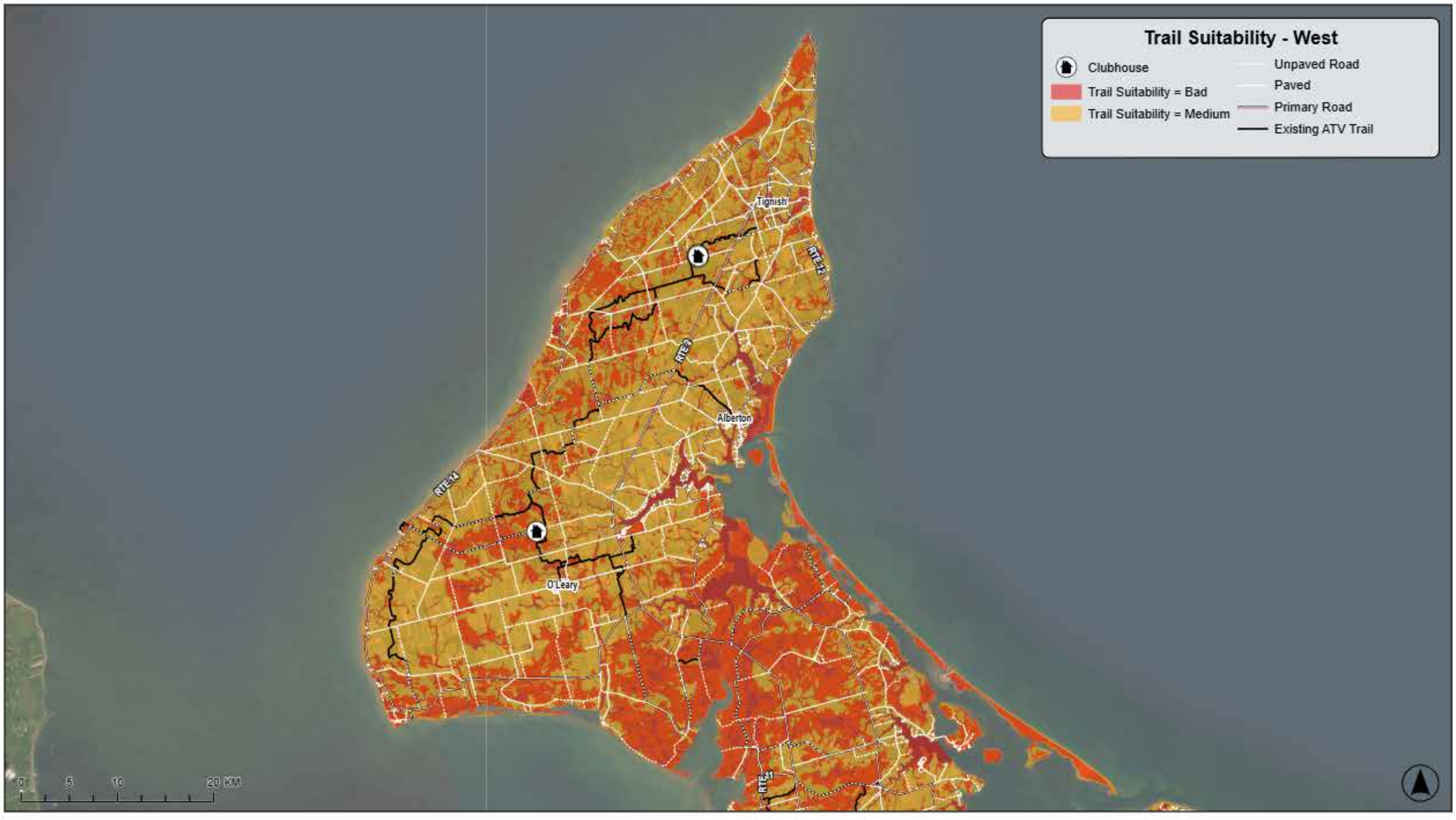
An out-and-back connection to near East Point is feasible and possible in the near term for the Souris Trail Riders. The final connection to East Point will require paved road right of way use, which needs to be tested and evaluated through Phases 1 and 2.

Map 7. Implementation

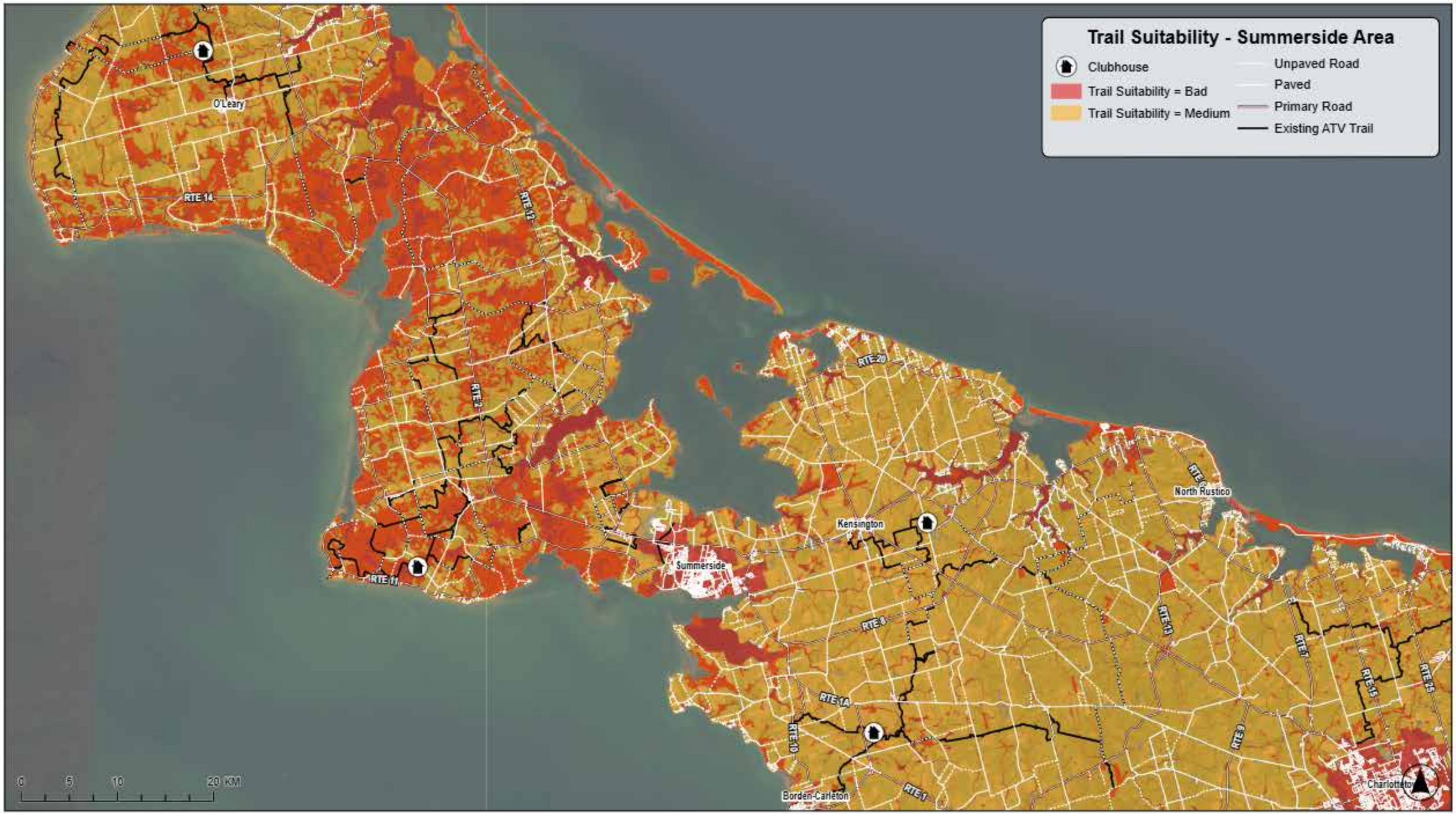


Appendix A: GIS Model - Path of Least Resistance Maps

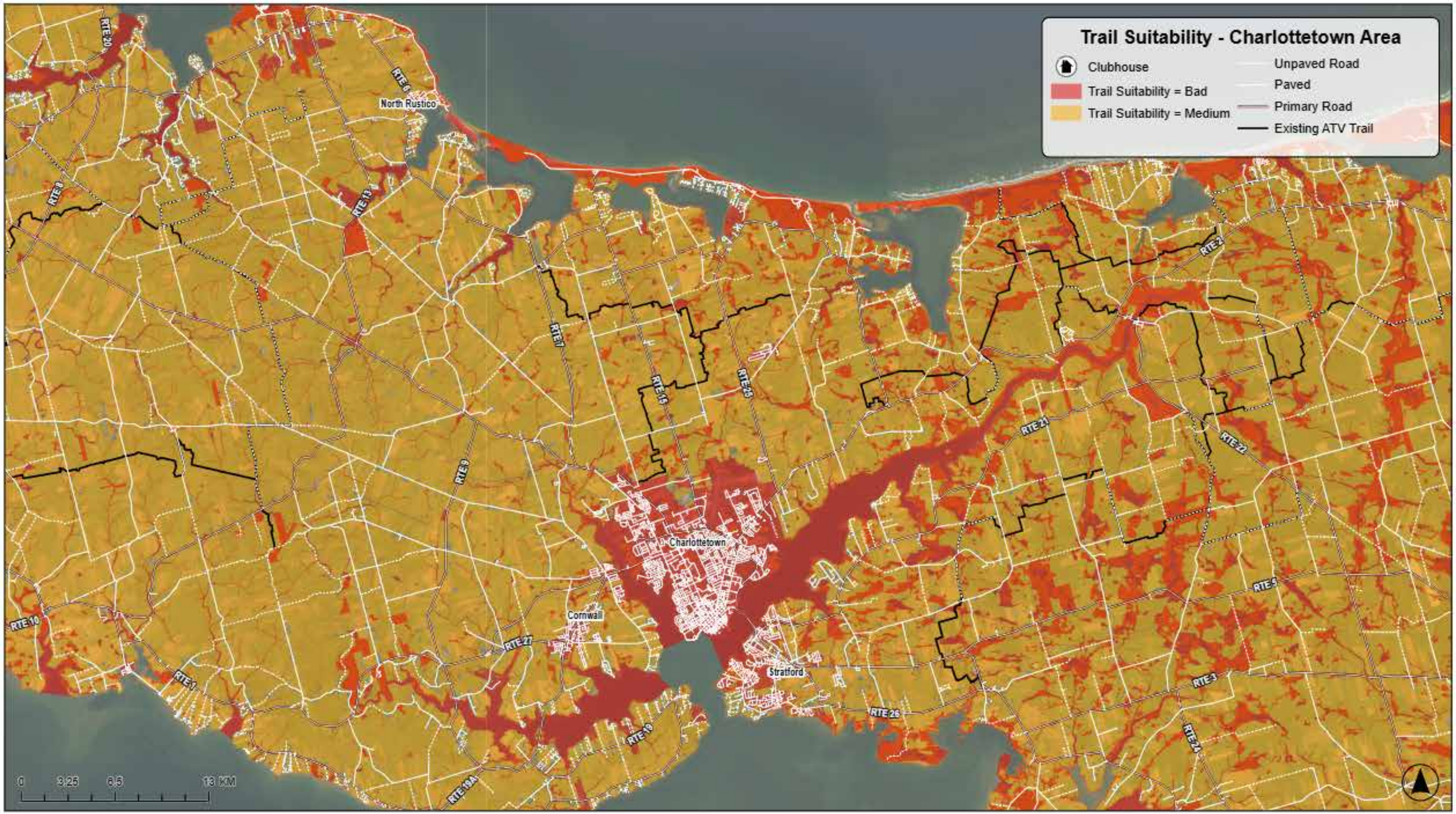


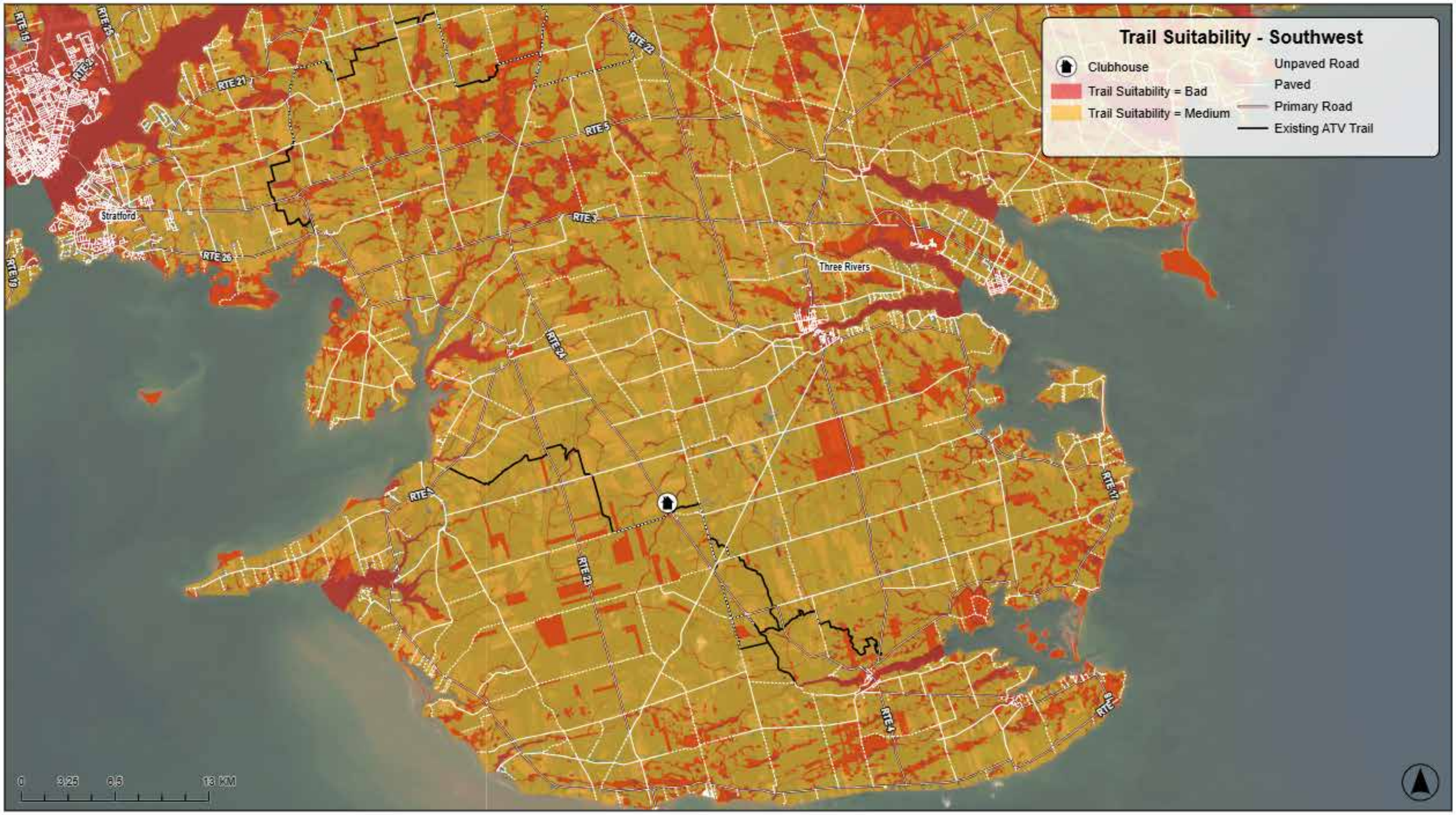

Trail Suitability - West
Clubhouse
Trail Suitability = Bad
Trail Suitability = Medium
Unpaved Road
Paved
Primary Road
Existing ATV Trail
Tignish
Alberton
O'Leary
RTE 12
RTE 2
RTE 14
RTE 15
0
5
10
20 KM

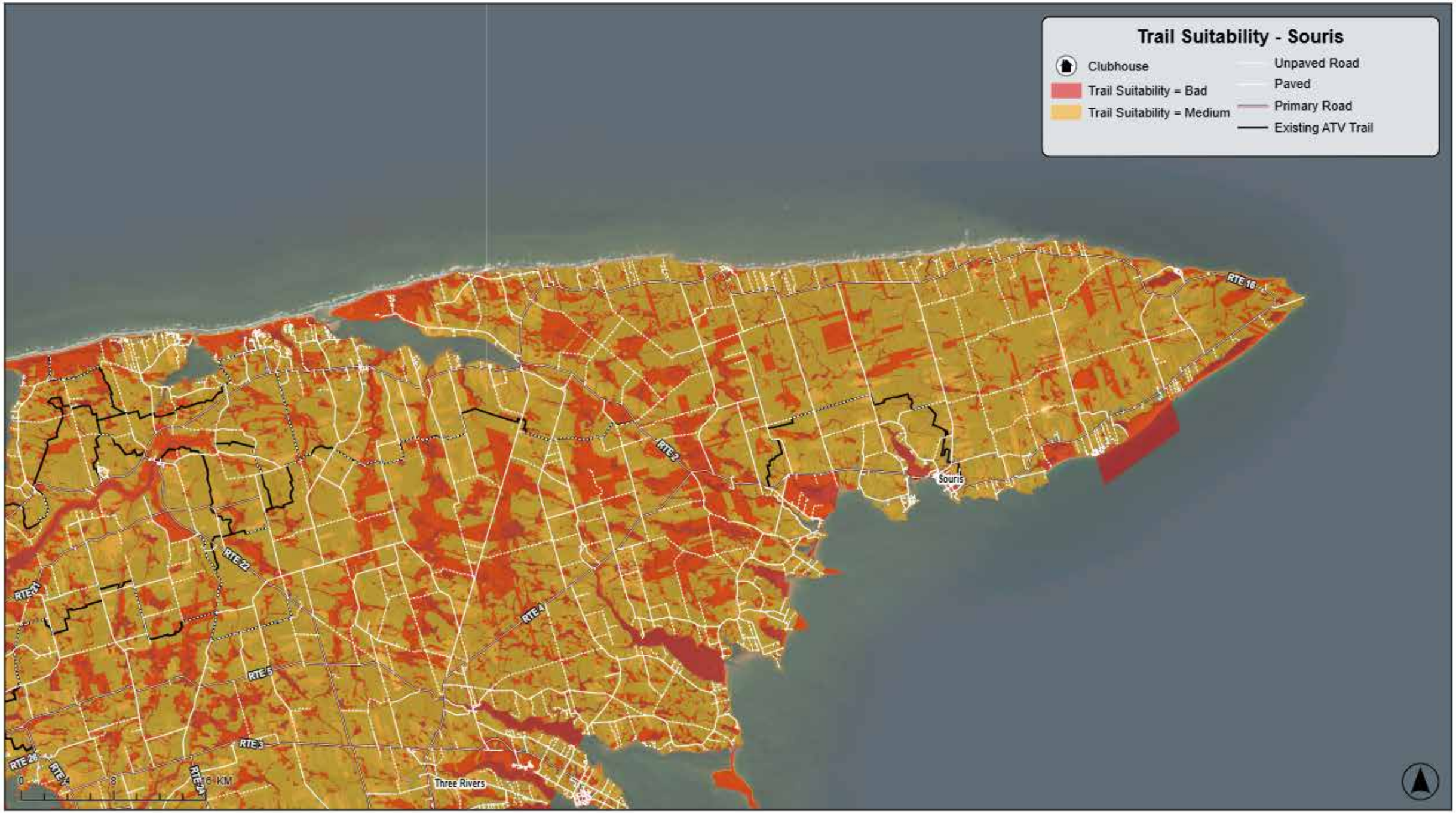
Trail Suitability - Summerside Area



Trail Suitability - Charlottetown Area

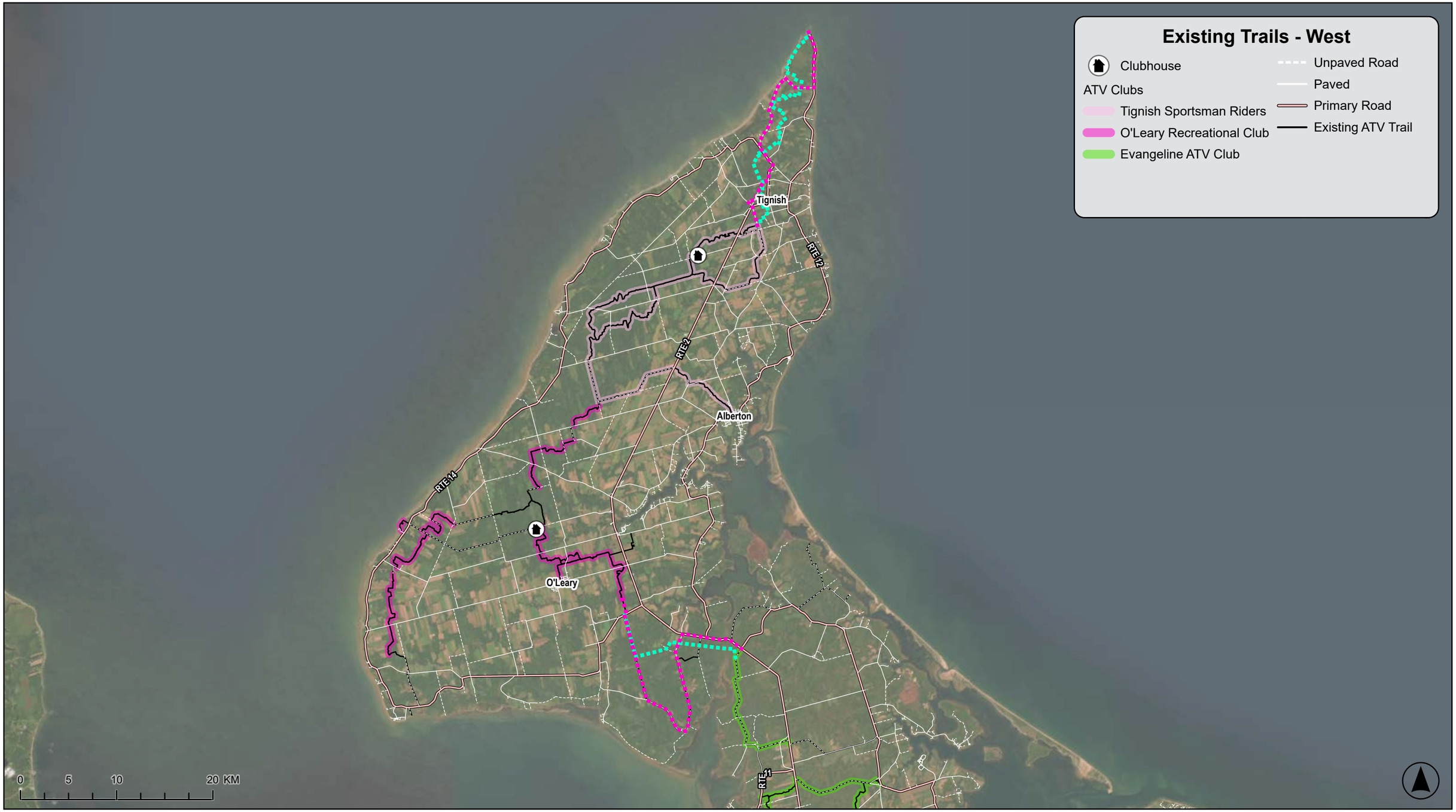


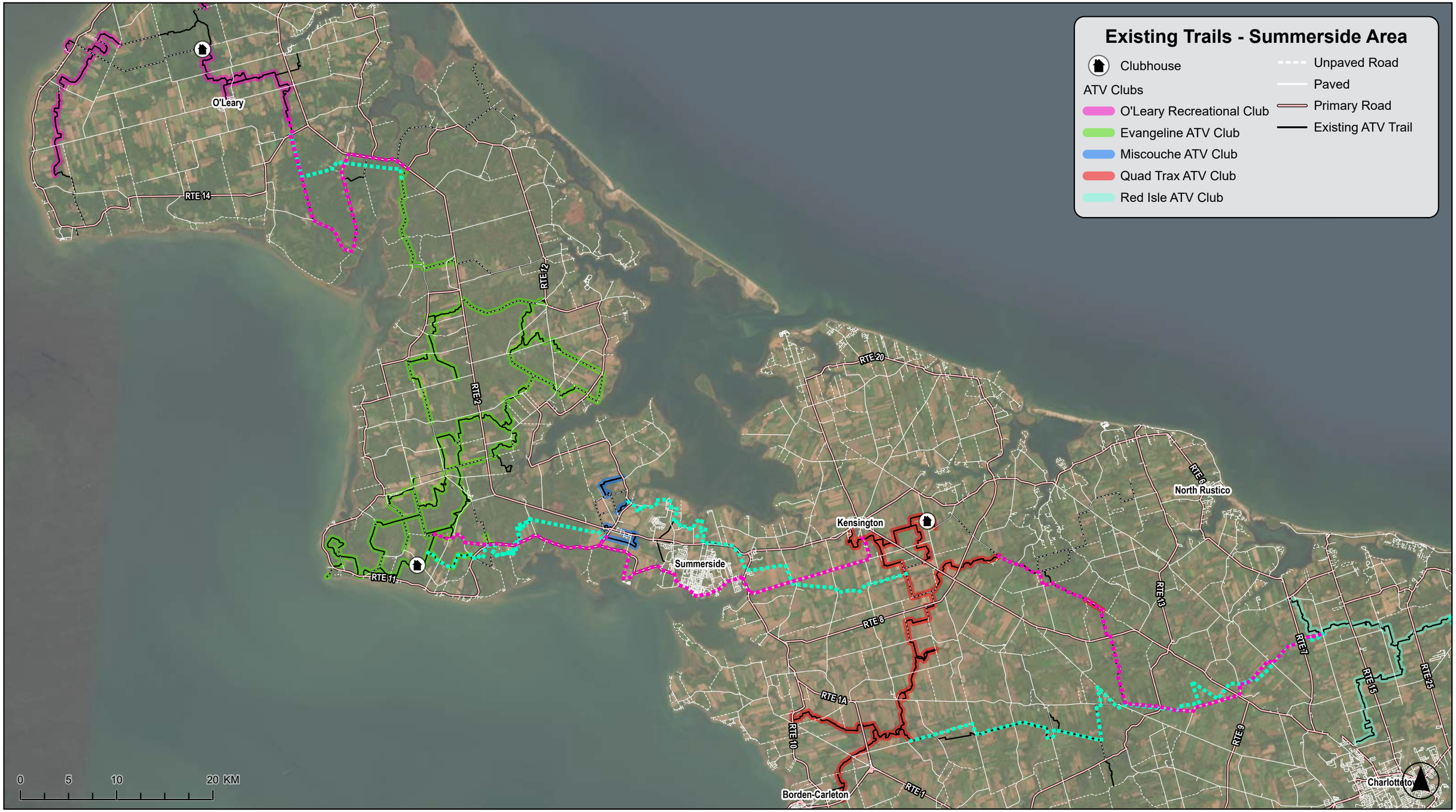

Trail Suitability - Southwest
Clubhouse
Trail Suitability = Bad
Trail Suitability = Medium
Unpaved Road
Paved
Primary Road
Existing ATV Trail
Stratford
Three Rivers
RTE 15
RTE 23
RTE 21
RTE 22
RTE 5
RTE 3
RTE 26
RTE 24
RTE 4
RTE 11
0
3.25
6.5
13 KM

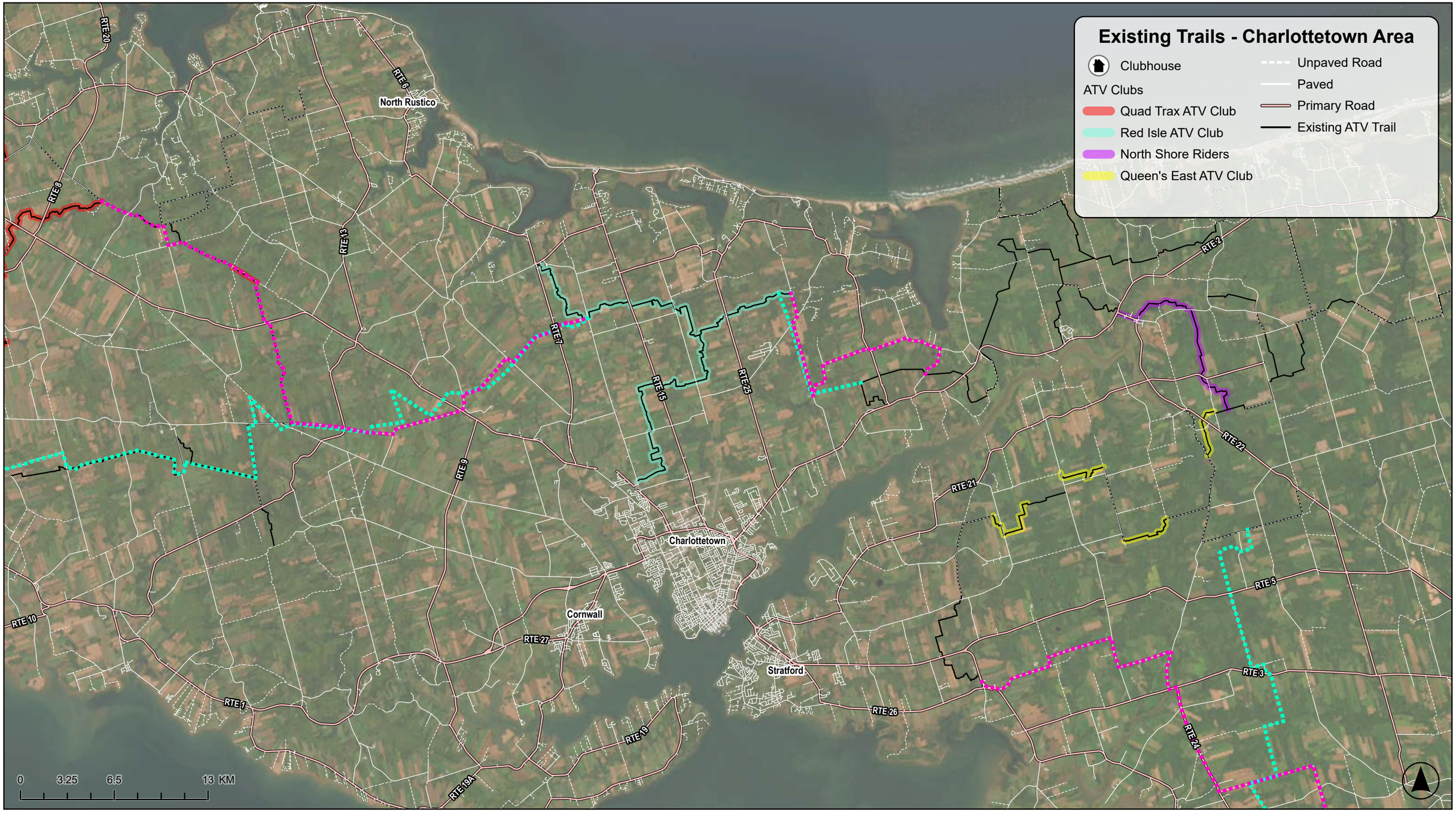

Trail Suitability - Souris
Clubhouse
Trail Suitability = Bad
Trail Suitability = Medium
Unpaved Road
Paved
Primary Road
Existing ATV Trail
RTE 16
RTE 2
Souris
RTE 22
RTE 1
RTE 4
RTE 5
RTE 3
RTE 26
RTE 24
RTE 21
Three Rivers
0
4
8
16 KM

Appendix B: Existing Trails

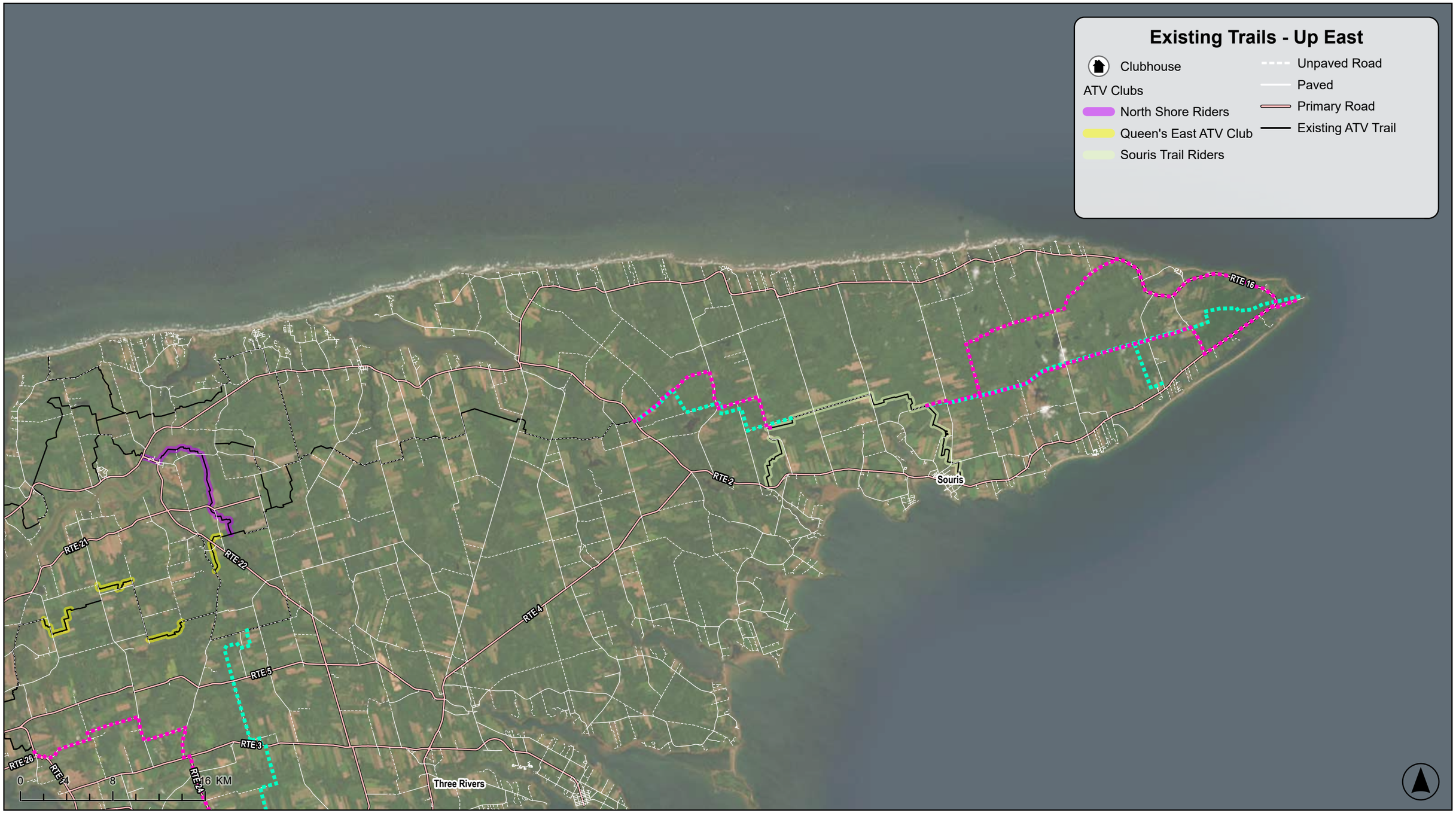



Existing Trails - West
Clubhouse
ATV Clubs
Tignish Sportsman Riders
O'Leary Recreational Club
Evangeline ATV Club
Unpaved Road
Paved
Primary Road
Existing ATV Trail
Tignish
Alberton
O'Leary
RTE 12
RTE 2
RTE 14
RTE 1
0
5
10
20 KM


Existing Trails - Summerside Area
Clubhouse
ATV Clubs
O'Leary Recreational Club
Evangeline ATV Club
Miscouche ATV Club
Quad Trax ATV Club
Red Isle ATV Club
Unpaved Road
Paved
Primary Road
Existing ATV Trail
O'Leary
RTE 14
RTE 12
RTE 2
RTE 11
Summerside
RTE 20
Kensington
North Rustico
RTE 6
RTE 13
RTE 8
RTE 1A
RTE 10
RTE 9
RTE 7
RTE 15
RTE 25
Borden-Carleton
RTE 1
Charlottetown
0 5 10 20 KM


Existing Trails - Charlottetown Area
Clubhouse
ATV Clubs
Quad Trax ATV Club
Red Isle ATV Club
North Shore Riders
Queen's East ATV Club
Unpaved Road
Paved
Primary Road
Existing ATV Trail
North Rustico
Charlottetown
Cornwall
Stratford
RTE 20
RTE 6
RTE 8
RTE 13
RTE 7
RTE 15
RTE 25
RTE 2
RTE 22
RTE 9
RTE 21
RTE 10
RTE 27
RTE 5
RTE 1
RTE 19
RTE 19A
RTE 26
RTE 3
RTE 24
0
3.25
6.5
13 KM


Existing Trails - Down East
Clubhouse
ATV Clubs
Queen's East ATV Club
Eastern Kings ATV Club
Unpaved Road
Paved
Primary Road
Existing ATV Trail
RTE 15
RTE 25
RTE 2
RTE 21
RTE 22
RTE 5
Stratford
RTE 3
RTE 26
RTE 19
Three Rivers
RTE 24
RTE 17
RTE 1
RTE 23
RTE 4
RTE 18
0
3.25
6.5
13 KM


Existing Trails - Up East
Clubhouse
ATV Clubs
North Shore Riders
Queen's East ATV Club
Souris Trail Riders
Unpaved Road
Paved
Primary Road
Existing ATV Trail
RTE 16
RTE 2
Souris
RTE 21
RTE 22
RTE 4
RTE 5
RTE 3
RTE 26
RTE 1
RTE 24
Three Rivers
0
8
16 KM



PEI ATV FEDERATION

McElhanney