

**Supplementary material** Level of implementation of the 32 assessed recommendations from the Guide in the terrain parks of the seven ski areas visited, Québec, Canada, 2017-2018 season.

Type of feature and component assessed	Recommendation	Level of implementation (numerator and denominator) <sup>1</sup>	Recommendation considered as generally implemented in TPs <sup>2</sup>	
Jump Design	(1) The size of the jump conforms to the parameters of the <i>Table of the size of a jump</i> .	58% (7/12)	No	
	(2) A warning sign is displayed to indicate the size of the jump.	89% (16/18)	Yes	
	(3) The jump and the other features nearby are linearly positioned to avoid path crossings between the approach and landing zones.	100% (18/18)	Yes	
	(4) The distances between the jump observed and the other features nearby are sufficient to avoid a collision between riders	100% (18/18)	Yes	
	(5) The distances between the jump and the other TP obstacles (trees, rocks, poles, fences, etc.) are sufficient to avoid a collision to a rider before, during or after the execution of the maneuver.	100% (18/18)	Yes	
Jump Construction and Maintenance	Approach Zone	(6) The approach zone is physically determined (line or other).	22% (4/18)	No
		(7) The approach zone is large enough to allow a rider to control his or her speed with some turns.	100% (18/18)	Yes
		(8) The surface of the approach zone is smooth.	100% (17/17)	Yes
		(9) The approach zone is linear to facilitate a rider's entry into the transition of the approach zone.	100% (18/18)	Yes
	Transition of the Approach	(10) The approach zone's transition is progressive (homogeneous curve of the transition).	100% (18/18)	Yes
		(11) The approach zone's transition is free from breaks or holes.	94% (17/18)	Yes
	Takeoff and Step	(12) The takeoff's transition is progressive and has a homogeneous curve that promotes the balance of the rider during his or her maneuver.	100% (18/18)	Yes
(13) The takeoff angle is between 25 and 30 degrees for a medium, large or very large jump. To a small jump, the angle is		50% (7/14)	No	

		less pronounced to reduce the flight curve of the rider.		
		(14) The final meter of the takeoff has a homogeneous curve.	100% (18/18)	Yes
		(15) The takeoff's orientation is in the same direction as the deck as to not direct the rider towards the edge of the jump during a maneuver.	100% (18/18)	Yes
	Deck	(16) There is an escape track on each side of the takeoff large enough to allow a rider to avoid the takeoff.	100% (18/18)	Yes
		(17) There is no gap between the takeoff and the deck.	100% (18/18)	Yes
		(18) The deck is flat or designed with a rising angle.	83% (15/18)	Yes
		(19) Each side of the deck greater than one meter has a low tilt (about 50 degrees or less) until it reaches the slope to allow the rider to leave the jump safely.	93% (13/14)	Yes
	Landing Zone	(20) The tilt angle of the landing zone of a medium, large or very large jump is about 25 to 30 degrees. This angle is less than 25 degrees for a small jump.	40% (6/15)	No
		(21) The width of the landing zone exceeds the width of the deck.	94% (17/18)	Yes
	Run Out	(22) The run out offers enough space after the landing zone for an injured rider to stop without risk of colliding with the next rider.	100% (18/18)	Yes
	Rail and Box Design	(23) The size of the rail or box conforms to the parameters of the <i>Table of the size of a rail and a box</i> .	59% (17/29)	No
		(24) A warning sign is displayed to indicate the size of the rail or box.	71% (29/41)	No
		(25) The rail or box and the other features nearby are linearly positioned to avoid path crossings between the approach and landing zones.	98% (40/41)	Yes
		(26) The distances between the rail or box observed and the other features nearby are sufficient to avoid a collision between riders	95% (39/41)	Yes
		(27) The distances between the rail or box and the other TP obstacles (trees, rocks, poles, fences, etc.) are sufficient to avoid a collision to a rider before, during or after the execution of the maneuver.	98% (40/41)	Yes

Rail and Box Construction and Maintenance	(28) There are no screws, bolts or other hardware accessories, on the top or sides of the feature, on which a rider could get caught.	100% (41/41)	Yes
	(29) The sides of the rail or box are enclosed by panels (plastic, wood, etc.) to prevent a rider from getting caught on a pole during a maneuver or a fall.	95% (39/41)	Yes
	(30) The side panels of the rail or the box are in good condition.	100% (39/39)	Yes
	(31) The plastic or metal used for the sliding surface is in good condition (without breaks, bumps or holes).	100% (41/41)	Yes
	(32) The beginning of a rail or a box extending into the snow of the takeoff is visible to the rider.	100% (10/10)	Yes

<sup>1</sup> The level of implementation (%) was calculated using the number of features in which the recommendation was compliant as the numerator and the total number of features assessed for that recommendation as the denominator (features where the recommendations were not applicable were excluded from total). 59 features were assessed.

<sup>2</sup> We considered a recommendation as generally not implemented in terrain parks when it was observed in less than the three-quarter of the features assessed.  
TP, terrain park