**SANTA ANA RIVER TRAIL**

**110 Miles** – Pacific Coast (Orange County) to San Bernardino Mountains (San Bernardino County)

**8 Miles** – Completed from Riverside County line to Waterman Avenue San Bernardino

<**15 Miles** – Remains to be built within San Bernardino County

<**1.6 Mile** – Phase IV, Reach C

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**PHASE I** (Completed 2007)

**PHASE II** (Completed 2005)

**PHASE III** (In Design)

**PHASE IV, A** (In Design)

**PHASE IV, B** (In Design)

**PHASE IV, C** (In Design)

**PHASE IV, D** (Future)

USFS Trail Link (Other Agency)
SANTA ANA RIVER TRAIL
Phase IV, Reach C

Reach B – Remains the same (Class I and III)

Obstacles of Original Alignment
- Within the runway protection zone
- Conflict with future planned airport expansion
- FAA Non-Aeronautical Use Releases within this area have not been successful for similar projects

Community Benefits of the Alternative Alignment
- Provides trail users access to Redlands Sports Park, local farm stands and other community destinations while still being an integral part of the Santa Ana River Trail (SART)
- Will continue the progress of the overall 110 miles SART from the Pacific Coast to the San Bernardino Mountains
Safety

- The original alignment within a RPZ is a FAA (federal) safety hazard.
- Improving the alternative alignment increases safety not only for potential trail users but for bicyclists who utilize the non-existent or existing Class III bike lanes by providing a Class II bike lane.
- Changing the original Class I bike lane to a Class II bike lane would still increase safety when compared to a no-build scenario.

- If this change is not approved the County’s only foreseeable option would be to not build this portion of SART because the route through the airport is not possible.
- This reach of SART (1.6 miles) is a small portion of the overall SART (110 miles) – a no-build scenario would discourage the community and visitors to use the SART because the ultimate destination of reaching the mountains would be less feasible.