

Disadvantaged Community Documentation

Active Transportation Program

Key Data Points:

- **Doris Dickson FRPM Eligibility:** 88% (2023–2024 school year)
- **CVUSD District Average FRPM:** Substantially lower — Dickson is the highest-FRPM elementary school in the district
- **ATP DAC Threshold:** 75% — Dickson exceeds by 13 percentage points
- **Total Enrollment:** 597 students (K–6)
- **Students qualifying for free/reduced meals:** Approximately 525 students

San Bernardino	Chino Valley Unified	Dickson Elementary
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Enrollment (K-1)	Free Meal Count	Percent (%) Elig	FRPM Count (K-6)	Percent (%) Elig
566	436	77.0%	498	88.0%

Source: California Department of Education, Unduplicated Student Poverty — Free or Reduced-Price Meals Data 2023–24.

<https://www.cde.ca.gov/ds/ad/documents/frpm2425.xlsx>

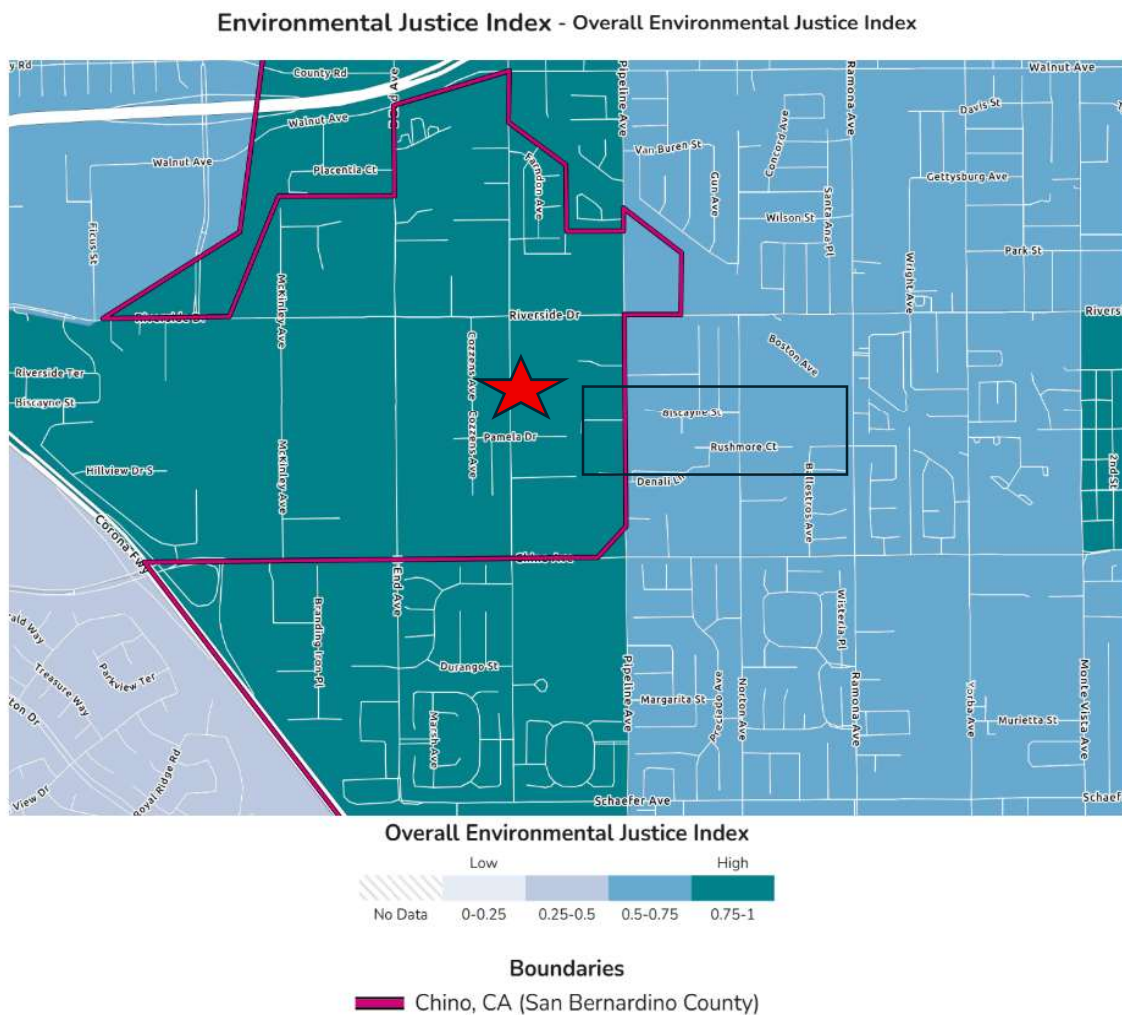
Disadvantaged Community Documentation

Active Transportation Program

Exhibit 2: CDC/ATSDR Environmental Justice Index (EJI) Project Area

The Environmental Justice Index (EJI), developed by the Centers for Disease Control and Prevention (CDC) and the Agency for Toxic Substances and Disease Registry (ATSDR), measures cumulative environmental justice burden at the census tract level using indicators across three categories: environmental burden, social vulnerability, and health vulnerability. Scores range from 0 to 1, with higher scores indicating greater environmental justice concern.

As illustrated in the EJI map below, the census tracts encompassing the Doris Dickson Elementary School project area score in the **0.5–0.75 and 0.75–1.0 (medium-high to highest) EJI tiers**. The blocks immediately surrounding the school and extending south along the project corridors, Roswell Avenue, Riverside Drive, and Chino Avenue, fall within the highest EJI burden tier (0.75–1.0), indicating that this community faces cumulative environmental, social, and health vulnerabilities significantly above the national baseline.



Date: 4/17/2026, 10:33:14 AM Website: <https://atsdr.cdc.gov/place-health/php/eji/eji-explorer.html>

Disclaimer: This is a user-generated report. The findings and conclusions are those of the user and do not necessarily represent the view of CDC.



Source: CDC/ATSDR Environmental Justice Index, <https://atsdr.cdc.gov/place-health/php/eji/eji-explorer.html>. Map generated April 17, 2026.

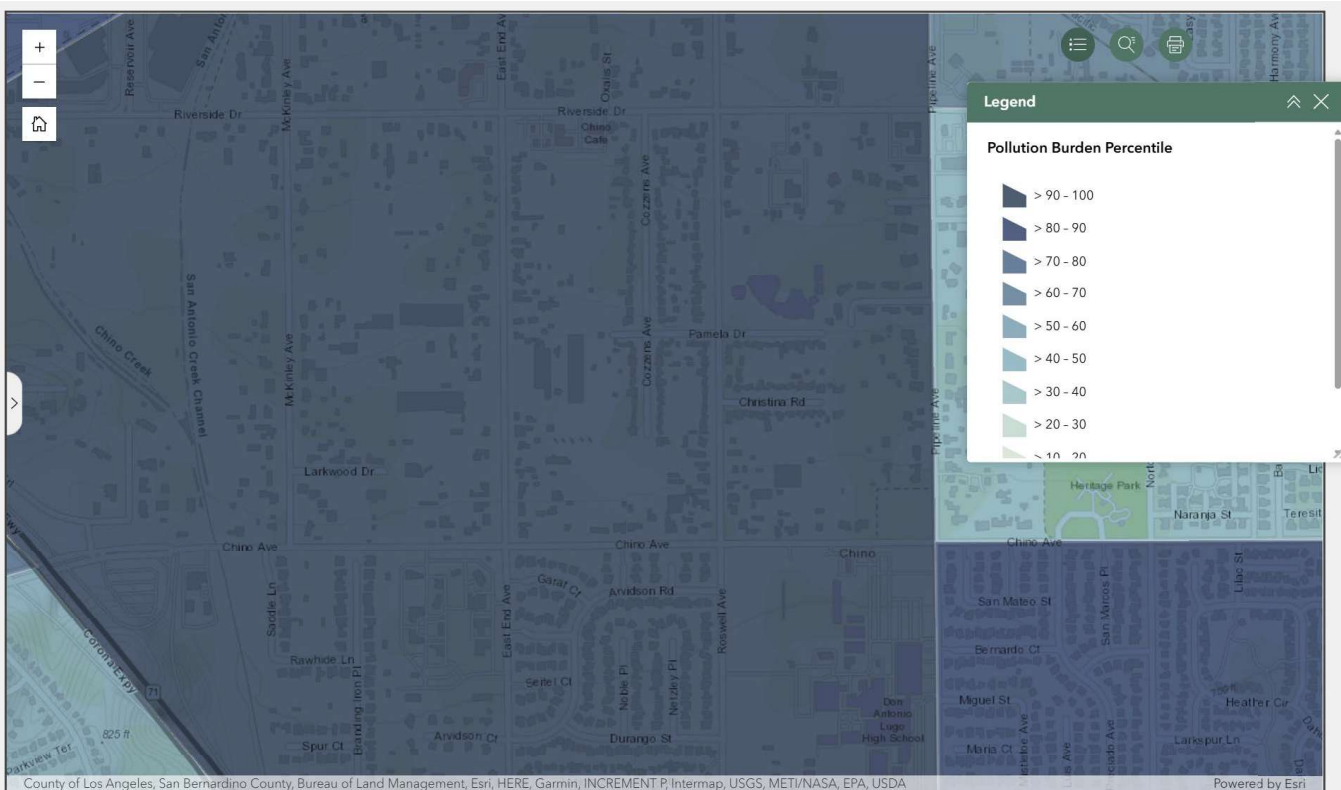
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Active Transportation Program

Exhibit 4: CalEnviroScreen 4.0 — Pollution Burden, Census Tract 6071000401

CalEnviroScreen 4.0, developed by the California Office of Environmental Health Hazard Assessment (OEHHA), ranks California census tracts by cumulative pollution burden and population vulnerability. Census Tract 6071000401 — which encompasses the project area around Doris Dickson Elementary School — shows a **Pollution Burden score of 91 (91st percentile statewide)**, meaning this community faces greater pollution burden than 91% of California census tracts. The overall CalEnviroScreen 4.0 percentile for this tract is **69th statewide**. Key individual indicators are shown below.

- **PM 2.5:** 92nd percentile statewide
- **Drinking Water Contaminants:** 97th percentile statewide — among the most severely affected in California
- **Diesel Particulate Matter:** 85th percentile statewide
- **Hazardous Waste:** 77th percentile statewide
- **Traffic Impacts:** 81st percentile statewide
- **Toxic Releases:** 83rd percentile statewide



The data popups below show the specific scores for Census Tract 6071000401:

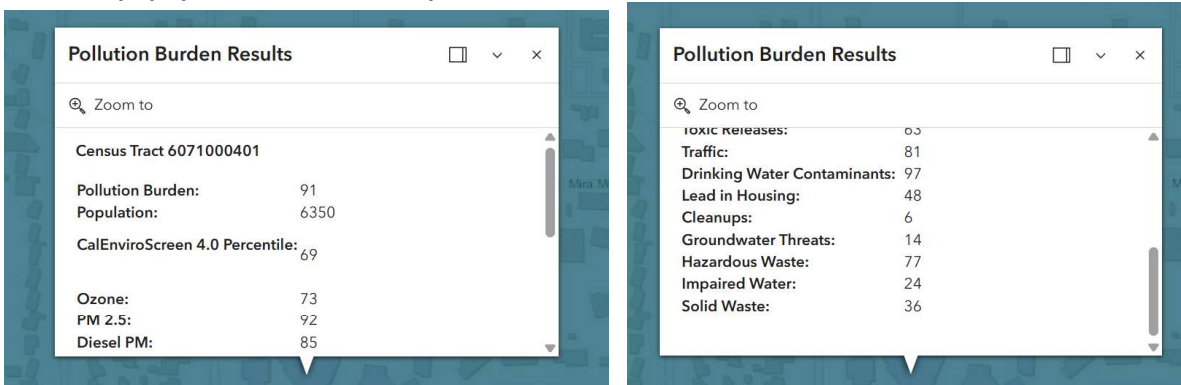


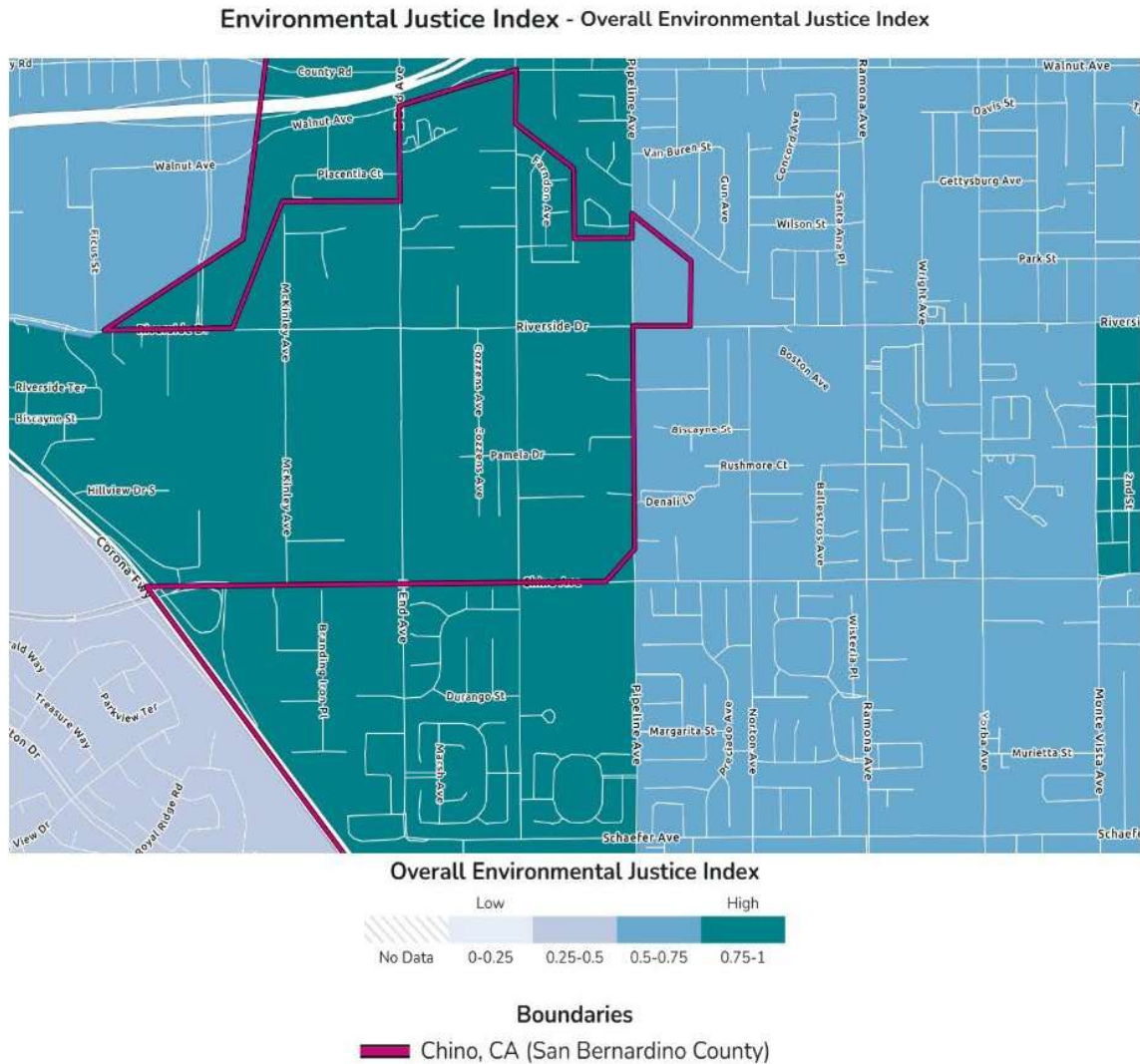
Figure 4b & 4c: CalEnviroScreen 4.0 data popups for Census Tract 6071000401 showing Pollution Burden (91st percentile) and individual indicators. Source: CalEnviroScreen 4.0, California Office of Environmental Health Hazard Assessment (OEHHA). <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

Disadvantaged Community Documentation

Active Transportation Program

Exhibit 5: CDC/ATSDR Environmental Justice Index (EJI) — Project Area

The Environmental Justice Index (EJI), developed by the CDC and ATSDR, measures cumulative environmental justice burden using indicators across environmental burden, social vulnerability, and health vulnerability. Scores range from 0 to 1, with higher scores indicating greater concern. As shown in the map below, the census tracts encompassing the project area score in the **0.5–0.75 and 0.75–1.0 (medium-high to highest) EJI tiers**. The blocks immediately surrounding the school and extending south along the project corridors fall within the highest EJI burden tier nationally.



Date: 4/17/2026, 10:33:14 AM Website: <https://atsdr.cdc.gov/place-health/php/eji/eji-explorer.html>

Disclaimer: This is a user-generated report. The findings and conclusions are those of the user and do not necessarily represent the view of CDC.



Figure 5: CDC/ATSDR Environmental Justice Index, project area (Chino, CA). Pink boundary = City of Chino. Teal shading = highest EJI burden tier (0.75–1.0). Source: ATSDR EJI Explorer, April 2026.

Source: CDC/ATSDR Environmental Justice Index. <https://atsdr.cdc.gov/place-health/php/eji/eji-explorer.html>

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Exhibit 6: California Healthy Places Index (HPI 3.0) — Project Area

The California Healthy Places Index (HPI 3.0), developed by the Public Health Alliance of Southern California, scores census tracts on 25 community characteristics that affect life expectancy and health outcomes. Higher scores indicate healthier community conditions. The map below is centered on **3930 Pamela Drive (Doris Dickson Elementary School)** and shows the surrounding census tracts shaded by HPI percentile. The project area tract appears in the **lower HPI range (lighter blue)**, indicating community health conditions that rank below the majority of California census tracts — meaning fewer healthy community resources than most of the state.

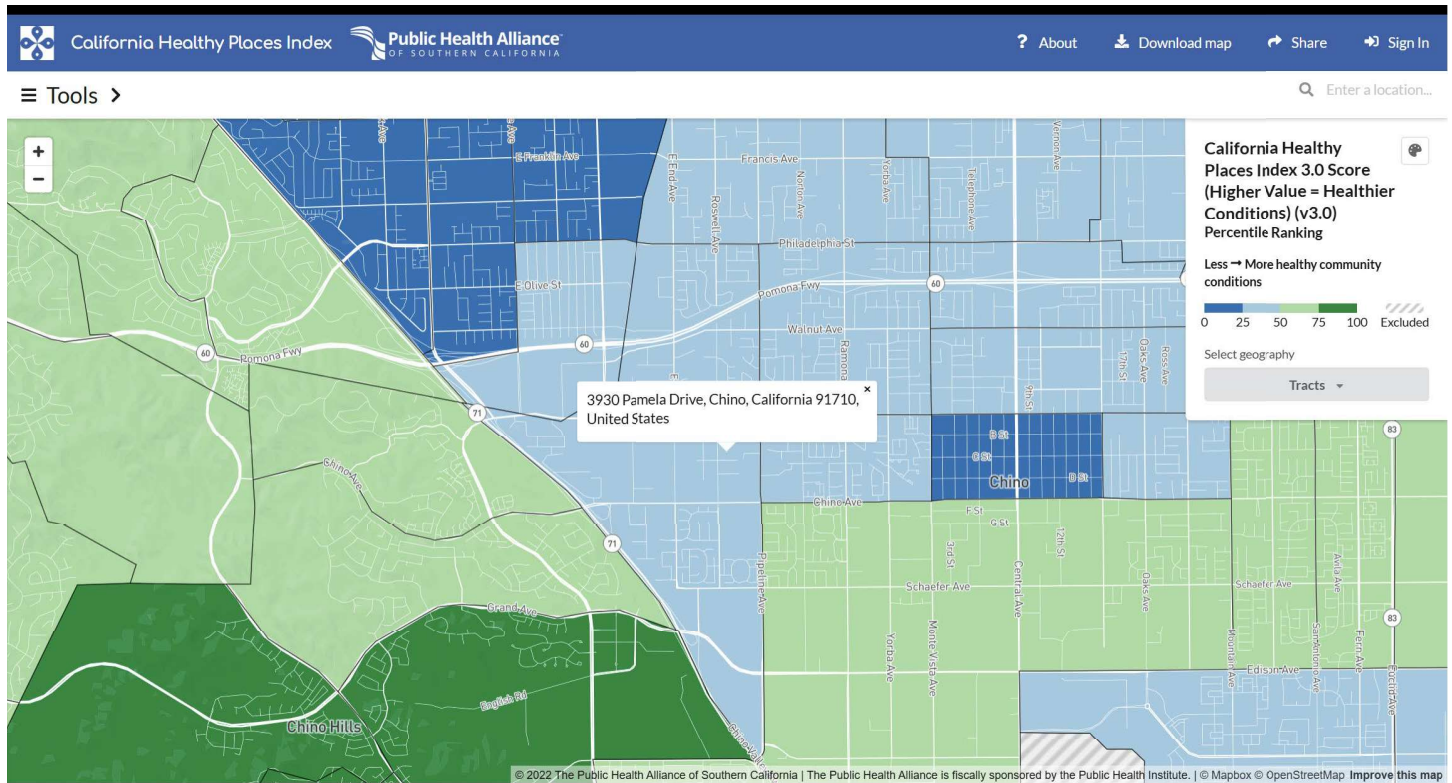


Figure 6: California Healthy Places Index 3.0, centered on 3930 Pamela Drive (Doris Dickson Elementary School). Lower percentile = less healthy community conditions. Source: map.healthyplacesindex.org

Source: California Healthy Places Index 3.0, Public Health Alliance of Southern California.
<https://map.healthyplacesindex.org>

Conclusion

The evidence presented in this attachment establishes that the project area surrounding Doris Dickson Elementary School qualifies as a disadvantaged community under ATP's Free or Reduced-Price Meal criterion, with an 88% eligibility rate that is 13 percentage points above the 75% threshold and the highest in CVUSD. This finding is corroborated by the CDC/ATSDR Environmental Justice Index, which places the project area census tracts in the highest burden tiers nationally, and by ACS census data documenting high child poverty rates, large household sizes, and a predominantly Hispanic, partially foreign-born population with limited vehicle access.

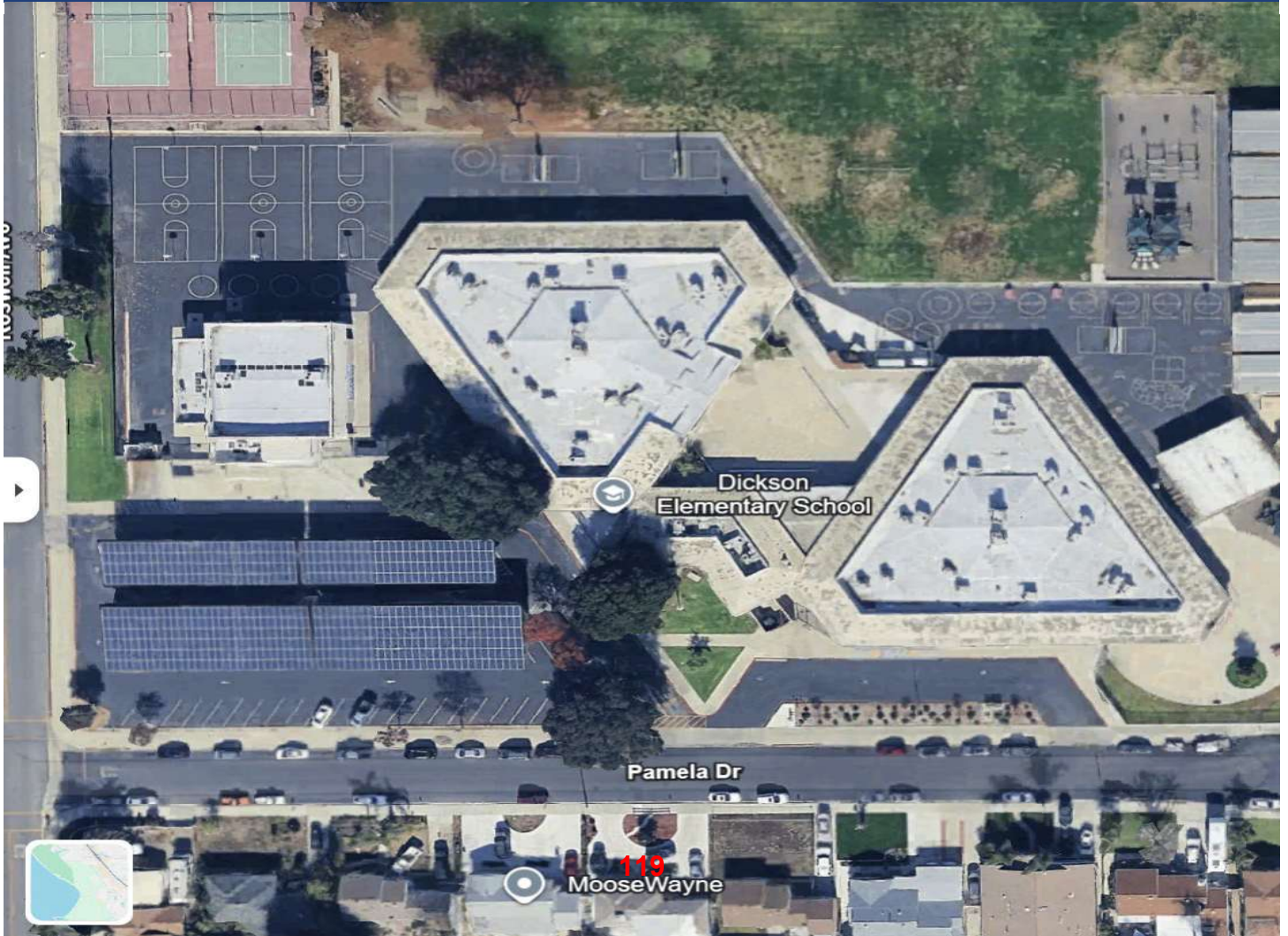
The proposed improvements — sidewalks, crosswalks, ADA curb ramps, and intersection safety treatments — directly address the mobility barriers faced by this disadvantaged community, providing safe walking infrastructure for the students, families, and residents who most depend on walking as their primary mode of travel to school.

Doris Dickson Elementary School Safe Routes to School (SRTS) Project

DISADVANTAGED COMMUNITY SUPPORT DATA

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov



PUBLIC OUTREACH SUMMARY

Doris Dickson Elementary School

Safe Routes to School — Active Transportation Program (ATP) Grant Application
3930 Pamela Drive, Chino, CA 91710 | Chino Valley Unified School District

1. Purpose of This Attachment

This document summarizes the public outreach activities conducted in support of the Active Transportation Program (ATP) Medium Infrastructure grant application for Doris Dickson Elementary School. Outreach was conducted by San Bernardino County Transportation Authority in coordination with the Chino Valley Unified School District as part of the San Bernardino County Safe Routes to School (SRTS) planning process. All survey outreach presented in English and Spanish and interpreters available as needed.

Community input gathered through these activities other directly informed the project design, including the selection of the three proposed sidewalk improvement corridors: the west side of Roswell Avenue, Riverside Drive, and Chino Avenue.

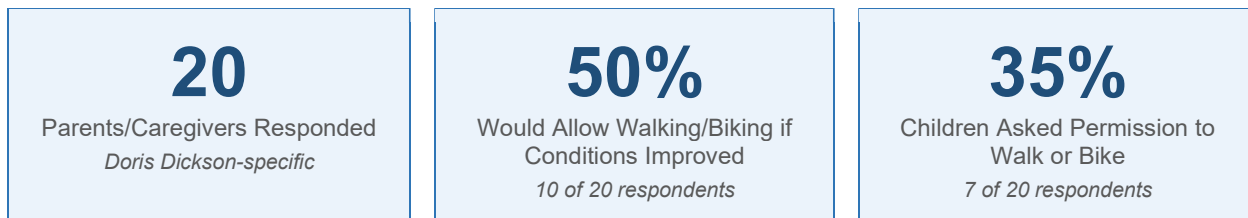
2. Outreach Activities Conducted

2A. Parent/Caregiver Survey — Doris Dickson Elementary School

San Bernardino County distributed a bilingual (English/Spanish) Parent/Caregiver Survey specifically for Doris Dickson Elementary School families. The survey was promoted through the school and accessible both online (surveymonkey.com/r/SBCSchools) and via QR code on printed flyers distributed to families.

Survey flyers were posted at the school and distributed to:

- School office and parent communication channels
- School pick-up and drop-off areas
- Community-facing locations near the school



2B. Student Arrival & Departure Tally Survey

Teachers at Doris Dickson Elementary School were requested to conduct a Student Arrival and Departure Tally Survey in their classrooms on at least two mid-week days (Tuesday, Wednesday, or Thursday). Students were asked how they arrived at school and how they planned to depart.

This teacher-administered tally provided school-level mode-share data to supplement parent responses.

2C. Community Issue Mapping Survey (ArcGIS)

San Bernardino County also deployed an interactive ArcGIS-based community issue mapping survey (SBC Safe Routes to Schools) across all participating schools in the county. Community members could identify specific locations and categories of concern along school travel routes. A total of 47 responses were received county-wide, with concerns mapped to sidewalks, street crossings, driver behavior, safety, and comfort. Survey responses were bilingual (English/Spanish).

3. Key Community Findings

3A. Current Travel Modes — Doris Dickson Families

The parent survey revealed that the vast majority of Doris Dickson students are driven to and from school by private vehicle, with very few currently walking or biking. This data underscores the need for safe active transportation infrastructure.

Travel Mode	Arrival (% of respondents)	Departure (% of respondents)
Private Vehicle	80% (16 of 20)	75% (15 of 20)
Walk	15% (3 of 20)	15% (3 of 20)
School Bus	5% (1 of 20)	10% (2 of 20)

3B. Barriers to Walking and Biking

Parents and caregivers identified the following as the most significant barriers preventing their children from walking or biking to Doris Dickson Elementary School:

Barrier Identified	Number of Respondents	% of Respondents
Safety of intersections and crossings	11	55%
Missing or inadequate sidewalks/pathways	10	50%
Amount of traffic along route	10	50%
Distance from school	9	45%
Speed of traffic along route	9	45%
Weather or climate	8	40%
Lack of crossing guards	7	35%

Violence or crime concerns	4	20%
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3C. Community-Identified Issues (County-Wide Mapping Survey)

The county-wide ArcGIS mapping survey captured 47 responses identifying walking and biking barriers. The top issues identified by category were:

Issue Category	Responses	Share
Sidewalks Aceras (missing, broken, or blocked)	20	42.6%
Street Crossings Cruces de calles	11	23.4%
Safety Seguridad	7	14.9%
Driver Behavior Comportamiento de conducción	6	12.8%
Comfort Comodidad	3	6.4%

Respondents specifically identified conditions along Roswell Avenue, Riverside Drive, Chino Avenue, and North/Randall areas as problem locations. Sidewalk issues cited included: no sidewalks or paths present (32%), broken or cracked sidewalks (28%), blocked sidewalks (21%), and discontinuous sidewalks (23%).

4. Representative Community Comments

The following comments were submitted by parents and caregivers of Doris Dickson Elementary School students through the Parent/Caregiver Survey. Comments have been lightly edited for clarity where submitted in Spanish.

“Los dos calles principales al salir de Dickson Elementary son Riverside Drive y Chino Avenue. Ninguna de esas calles tiene banquetas accesibles del lado más cercano a la escuela para que los niños caminen de forma segura.”

— Doris Dickson Parent (translated from Spanish)

“Leaving the area of Dickson Elementary School there are two major streets which are Riverside Drive, and Chino Ave. Neither of those streets have accessible sidewalks on the side closest to the school for kids to walk safely on. This poses a risk to them during their commute.”

— Doris Dickson Parent

“In my opinion I think there should be a police officer outside the school watching traffic due to illegal parking and parents with children crossing in the middle of the street instead of using the crosswalk.”

— Doris Dickson Parent

5. Nexus Between Community Input and Proposed Project

The community outreach findings directly informed the proposed ATP project improvements. The table below demonstrates how the top community-identified barriers align with each proposed project element:

Community Concern Identified	Proposed Project Response
Missing sidewalks on Roswell Ave, Riverside Dr, and Chino Ave	New sidewalk construction on west side of Roswell Ave, Riverside Dr, and Chino Ave
Unsafe street crossings, lack of crosswalks	New curb ramps, marked crosswalks, and pedestrian safety improvements at key intersections
Traffic speed and volume on Riverside Dr and Chino Ave	Enhanced pedestrian crossing treatments and curb extensions to calm traffic
50% of parents would allow walking/biking if conditions improved	Project directly addresses the top barriers cited by parents, enabling active transportation

6. Conclusion

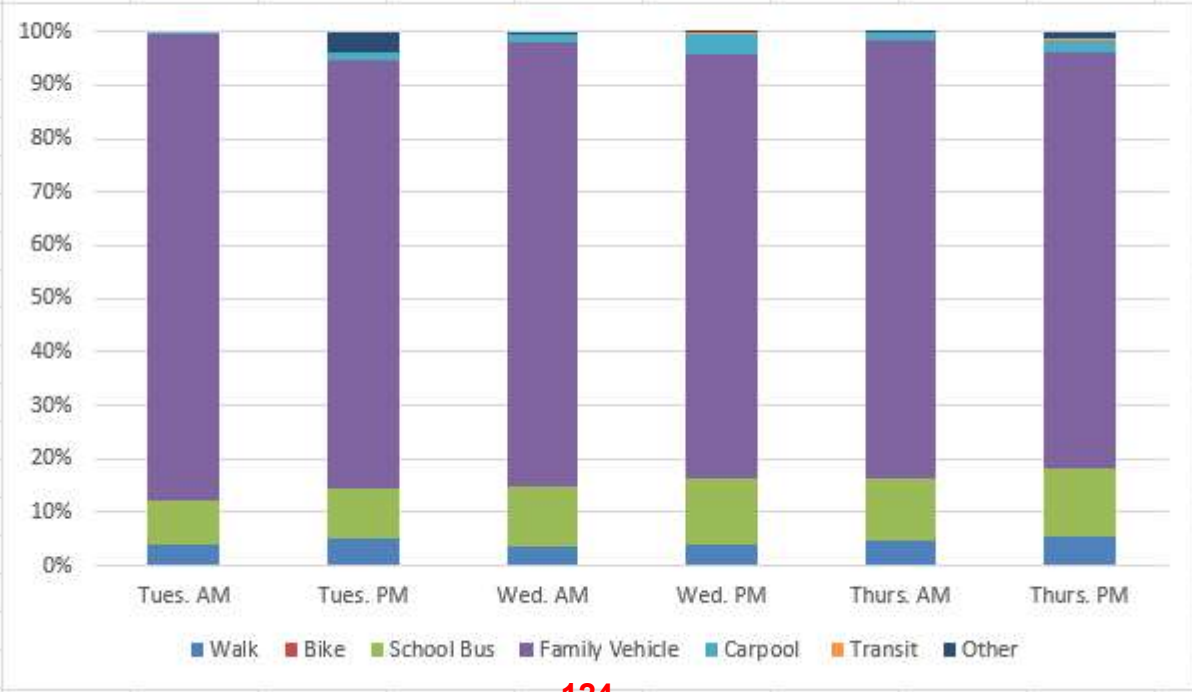
Public outreach for the Doris Dickson Elementary School Safe Routes to School project was conducted in a bilingual, accessible manner that meaningfully engaged the school's predominantly low-income, Latino community. Survey results confirm that nearly all families currently drive their children to school due to unsafe walking and biking conditions — and that a majority would allow their children to walk or bike if those conditions were improved.

The proposed project infrastructure directly responds to the community's expressed concerns and represents the top priority improvements identified through this outreach process.

Doris Dickson Elementary

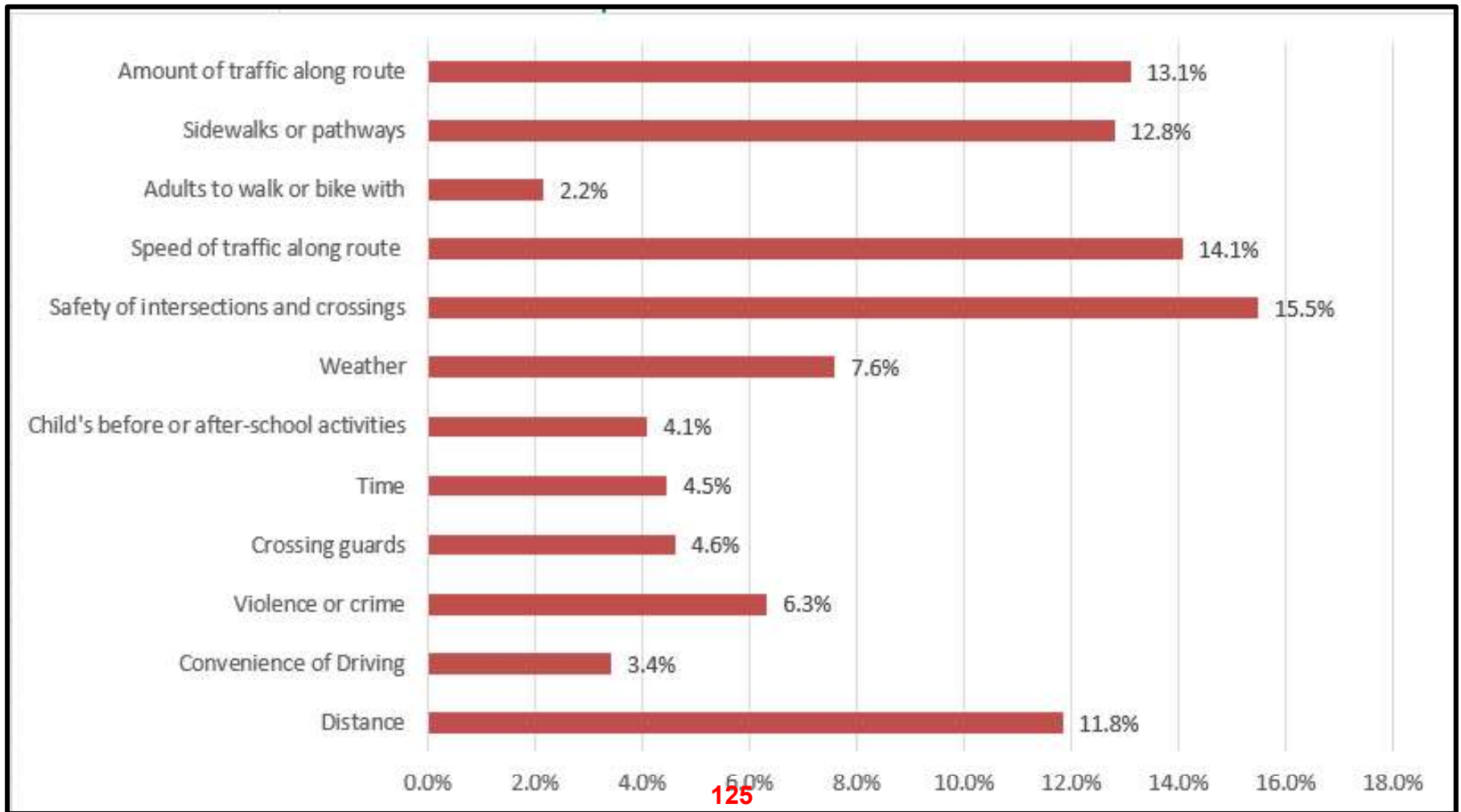
Student Arrival and Departure Tally

	Tues. AM	Tues. AM	Tues. PM	Tues. PM	Wed. AM	Wed. AM	Wed. PM	Wed. PM	Thurs. A	Thurs. A	Thurs. P	Thurs. PM
Walk	6	3.8%	8	5.2%	22	3.6%	23	4.1%	26	4.6%	31	5.4%
Bike	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.2%
School Bus	13	8.3%	14	9.2%	69	11.3%	69	12.4%	65	11.4%	72	12.6%
Family Vehicle	137	87.3%	123	80.4%	505	83.1%	442	79.2%	466	82.0%	443	77.7%
Carpool	1	0.6%	2	1.3%	10	1.6%	22	3.9%	9	1.6%	14	2.5%
Transit	0	0.0%	0	0.0%	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Other	0	0.0%	6	3.9%	2	0.3%	1	0.2%	1	0.2%	8	1.4%
Total	157	100.0%	153	100.0%	608	100.0%	558	100.0%	568	100.0%	570	100.0%



Doris Dickson Elementary Parent/Caregiver Survey Results

What of the following issues affected your decision to allow, or not allow, your child to walk or bike from school?

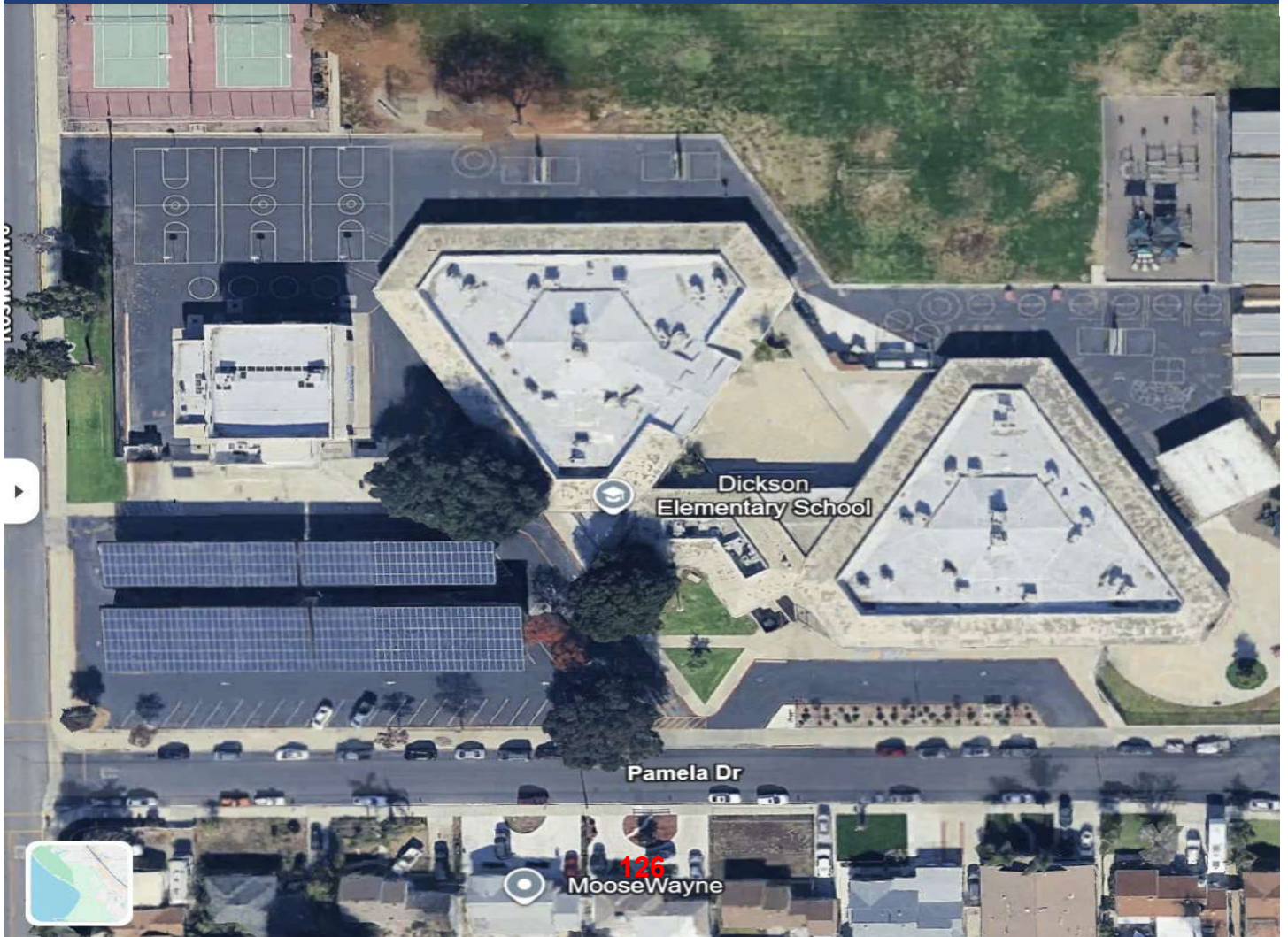


Doris Dickson Elementary School Safe Routes to School (SRTS) Project

GASP, BARRIERS, NEW ROUTES, AND IMPROVEMENTS MAPS

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov



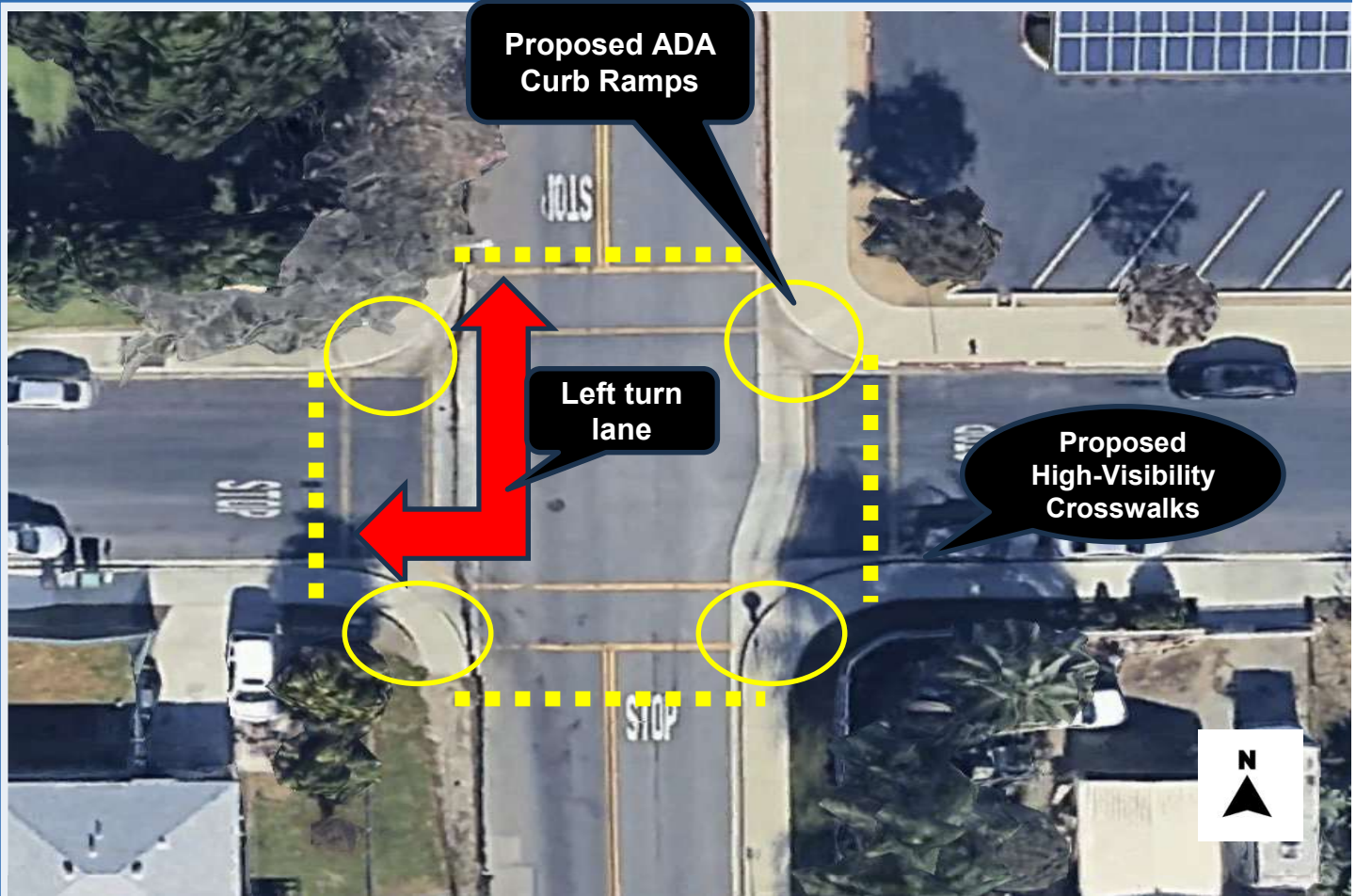
Location 1 — Roswell Avenue & Pamela Drive Intersection

Improvements

Red curb installation on west side of Roswell Ave (north of Pamela Dr); dedicated southbound left-turn lane; advance stop bars on all four legs; high-visibility crosswalk on all four legs; ADA-compliant curb ramps on all four corners.

Existing Conditions:

The Roswell Avenue/Pamela Drive intersection is the school's primary pedestrian access point. During arrival and dismissal, vehicles turning left into the school queue in the through lane, creating potential conflicts with pedestrians crossing Pamela Drive. The absence of high-visibility crosswalk markings and advance stop bars further reduces driver awareness of crossing pedestrians.



[Aerial map — Location 1: Roswell Avenue & Pamela Drive Intersection]



Current Conditions Photo 1



Absence of high-visibility cross walks

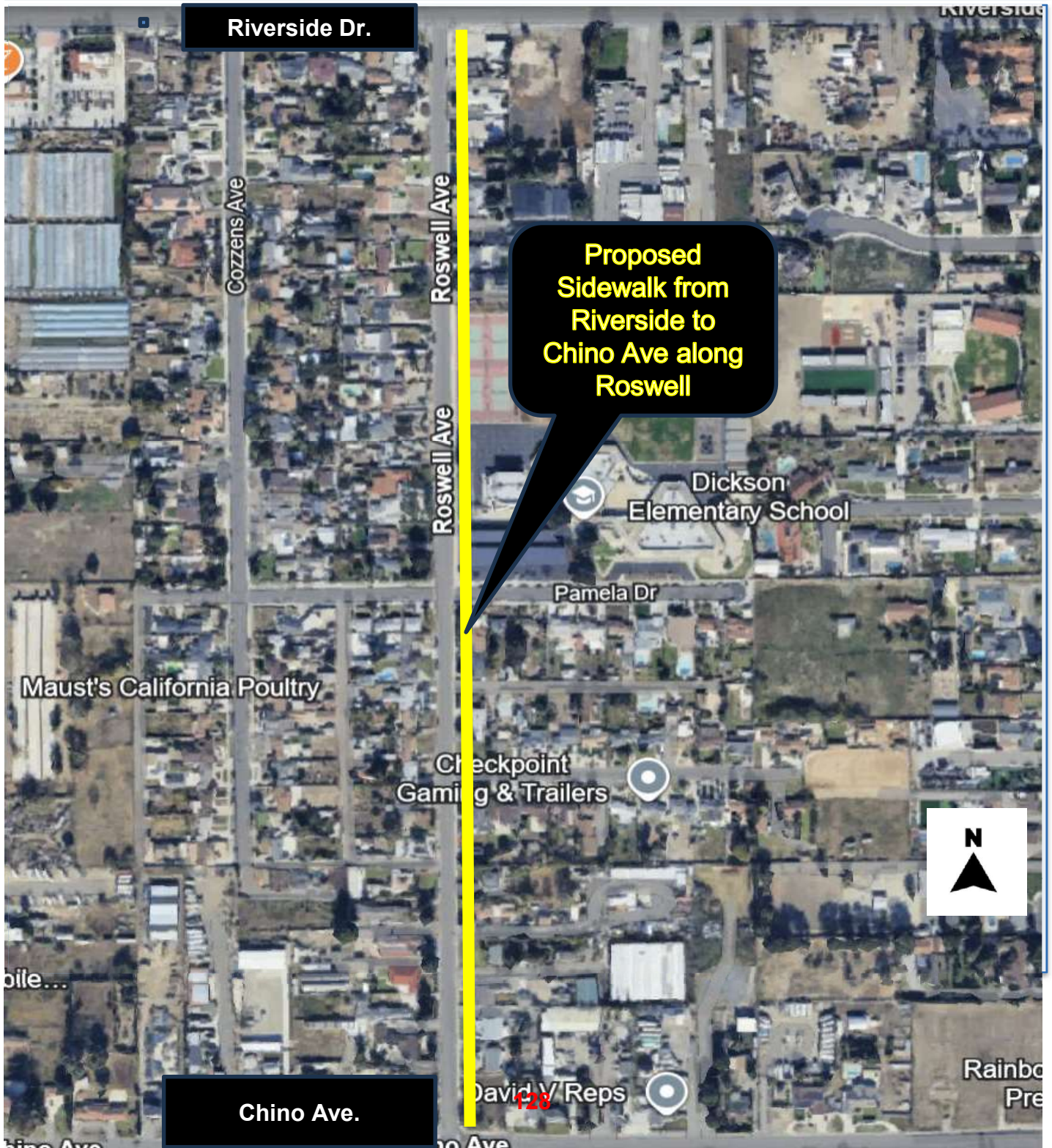
Location 2 — Roswell Avenue West Side Sidewalk

Improvements

Construct approximately 2,655 LF of new sidewalk on the west side of Roswell Avenue from Riverside Drive to Chino Drive (school entrance).

Existing Conditions:

Roswell Avenue (west side) currently has no continuous sidewalk between Riverside Drive and the school. Students and families are forced to walk along the vehicle travel lane or on an unpaved shoulder.



Location 3 — Riverside Drive Sidewalk & Crosswalk

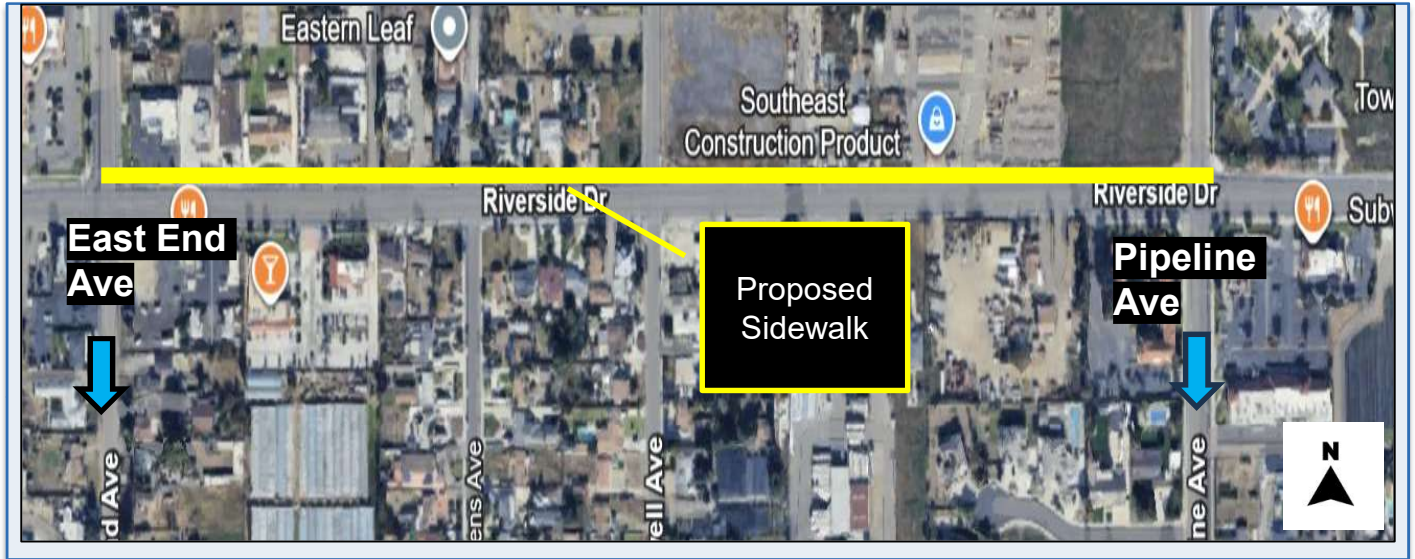
Improvements:

Construct approximately 2,655 LF of new sidewalk on Riverside Drive from East End Avenue to Pipeline Avenue; install high-visibility crosswalk on east and south legs of Roswell Avenue/Riverside Drive intersection; install ADA curb ramps.

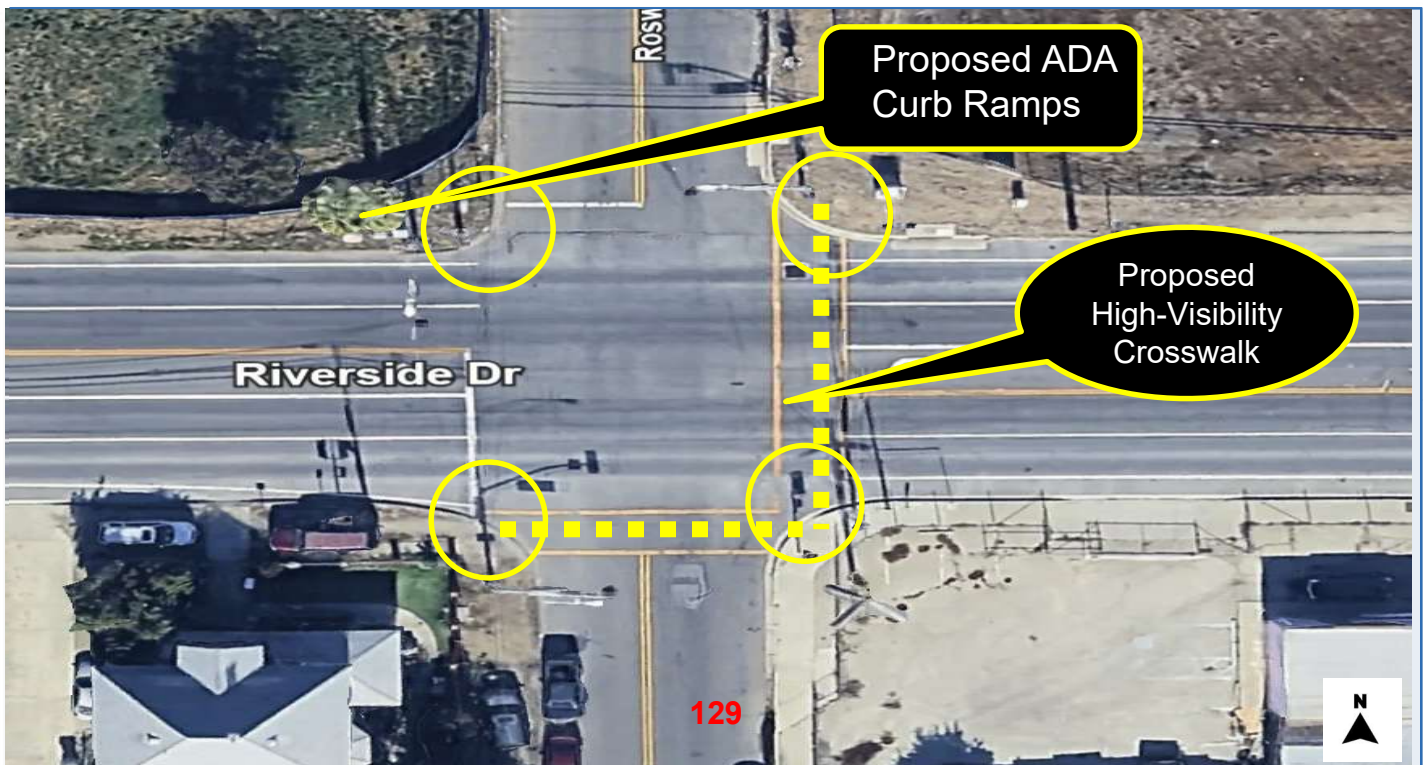
Existing Conditions:

Riverside Drive lacks continuous sidewalk between East End Avenue and Pipeline Avenue. This corridor is a primary walking route for students approaching from the north and west. A severe injury collision occurred on East End Avenue near Riverside Drive in 2021, directly associated with the absence of pedestrian infrastructure.

Sidewalk along Riverside Dr. from East End Ave to Pipeline Ave



ADA Curb Ramps and High-Visibility Crosswalks on Riverside Dr and Roswell Ave.



Location 4 — Chino Avenue Sidewalk

Improvements:

Construct approximately 2,655 LF of new sidewalk on Chino Avenue from East End Avenue to Pipeline Avenue.

Existing Conditions:

Chino Avenue lacks a continuous sidewalk between East End Avenue and Pipeline Avenue. A fatal pedestrian collision occurred on Chino Avenue in 2020. Students walking from the south neighborhood must walk along the roadway or on unpaved shoulders for the full length of this corridor.



Proposed Sidewalk from East End Ave to Pipeline Ave. along Chino Ave.



No sidewalk for students or pedestrians to safely walk on

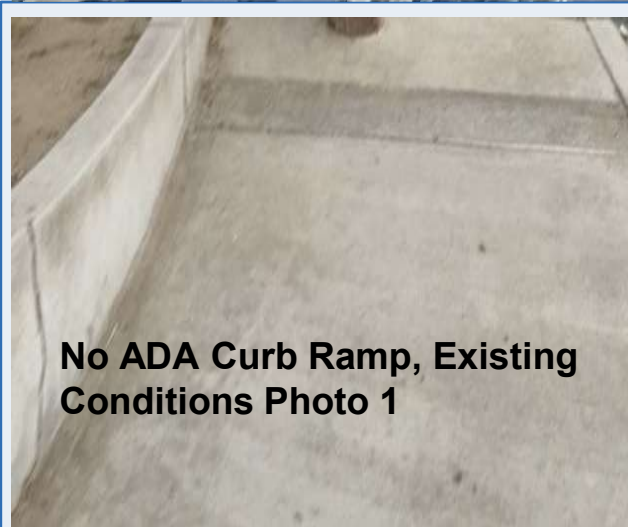
Location 5 — Cozzens Avenue & Pamela Drive Intersection

Improvements:

Install high-visibility crosswalk on north and east legs; install ADA-compliant curb ramps on southeast and northeast corners.

Existing Conditions:

The Cozzens Avenue/Pamela Drive intersection is a key crossing point for students approaching from the west along Pamela Drive. Currently, the intersection has no high-visibility crosswalk markings, reducing driver awareness of pedestrian crossings near the school.

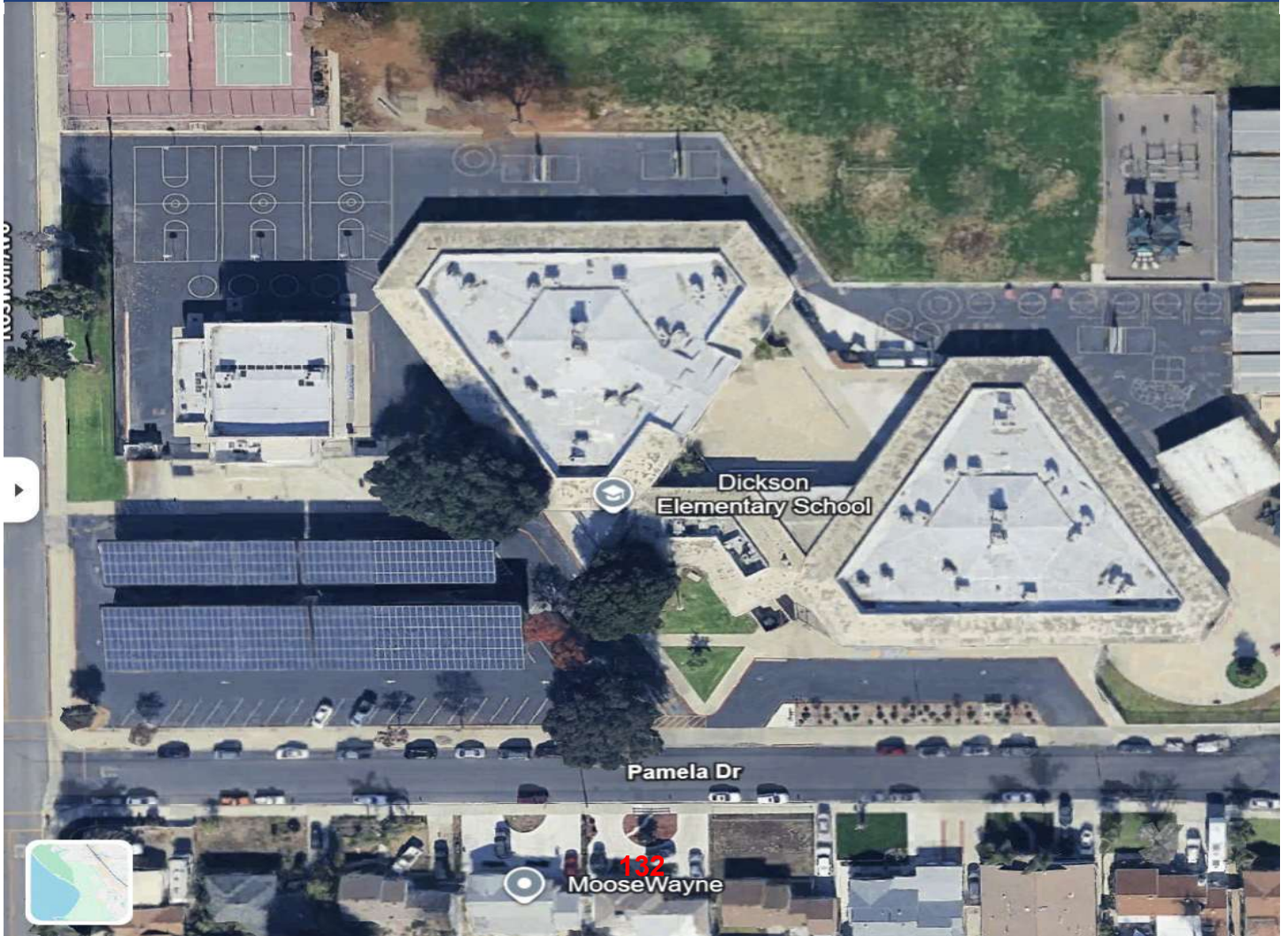


Doris Dickson Elementary School Safe Routes to School (SRTS) Project

TIMS DATA

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov



TIMS ATP Collision Data — Doris Dickson Elementary School

Safe Routes to School Improvements | Chino, San Bernardino County, CA

Project Area Collision Summary

Project Area: ½-mile radius of Doris Dickson Elementary School (3930 Pamela Drive, Chino, CA; CDS 36676786098347), centered on the Pamela Drive school frontage and the Roswell Avenue, Riverside Drive, Chino Avenue, and East End Avenue corridors receiving sidewalk, high-visibility crosswalk, ADA curb-ramp, and intersection improvements under this project.

Reported Crashes Within the Project Area, 2014–2024

A TIMS/SWITRS query for a ½-mile radius around Doris Dickson Elementary School returned 13 reported pedestrian- and bicycle-involved collisions over the 2014–2024 analysis period: 1 fatal, 1 serious injury, 8 other visible injury, and 3 complaint of pain. Six involved pedestrians and seven involved bicyclists. One collision, the fatality, involving a pedestrian, occurred within ¼ mile of the school; the remaining 12 occurred within the ¼–½ mile band.

Radius	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi.	1	0	0	0	1	0	1
¼ – ½ mi.	0	1	8	3	5	7	12
Total	1	1	8	3	6	7	13

Source: UC Berkeley SafeTREC TIMS ATP / Safe Routes to School crash tool, project-area query. Data current as of June 1, 2026. Underlying crash records from SWITRS. Full project-area crash map and crash list are attached (see TIMS export, following pages).

Unlike a corridor with no recorded crashes, this project area carries a documented, multi-year pedestrian and bicycle collision history. The collisions concentrate on the corridors and cross-streets addressed by this project, which today carry students and residents to and from the school without continuous sidewalks, marked crossings, or pedestrian-scale protection at several locations. The proposed sidewalk, high-visibility crosswalk, ADA curb-ramp, and intersection improvements target these same corridors, extending protective infrastructure where the documented pedestrian and bicycle collisions have already occurred.

Summary Statistics

Radius	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	1	0	0	0	1	0	1
¼ - ½ mi.	0	1	8	3	5	7	12
<i>Total</i>	1	1	8	3	6	7	13

Crash List

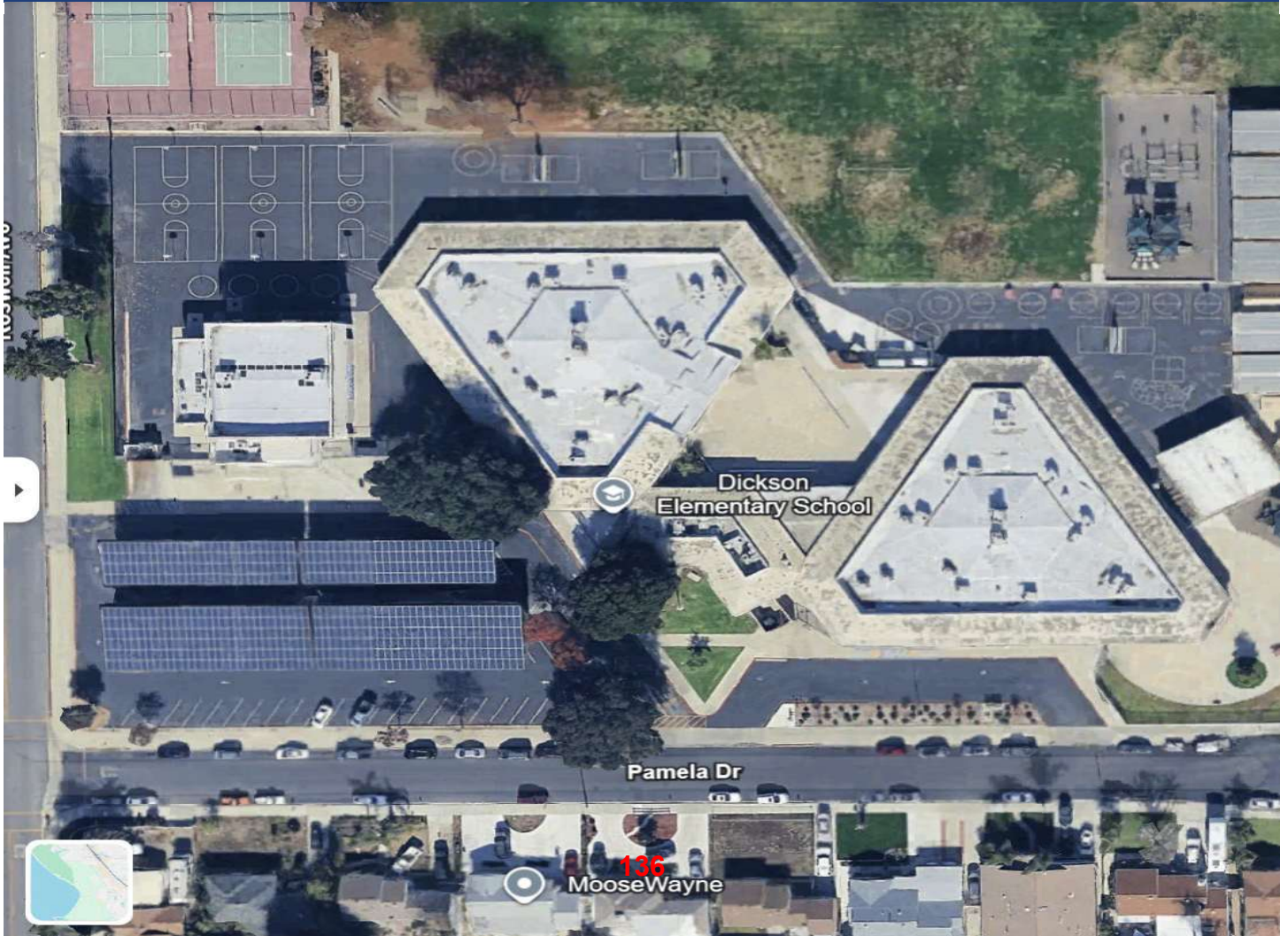
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
6735100	2014-09-22	09:59	RIVERSIDE DR	EAST END AV	0.00	-	Yes	No
6894983	2015-02-17	06:50	CHINO AV	PIPELINE AV	818.00	E	Yes	No
81803180	2022-05-25	07:00	PIPELINE AVE	CHINO AVE	0.00	-	No	Yes
8199877	2016-11-10	08:12	PIPELINE AV	HACIENDA LN	13.00	S	Yes	No
8571775	2018-02-13	07:18	PIPELINE AV	CHINO AV	136.00	S	Yes	No
90022439	2015-08-30	19:43	RIVERSIDE DR.	EAST END AVE.	10.00	W	No	Yes
90039354	2015-10-13	18:05	PIPELINE AVE.	RIVERSIDE DR.	639.00	N	No	Yes
9127075	2020-08-22	10:43	PIPELINE AV	CHINO AVE	0.00	-	No	Yes
91521301	2021-07-04	23:12	CHINO AVE.	ROSWELL AVE.	514.00	E	No	Yes
91754634	2021-12-11	17:47	EAST END AVENUE SOUTHBOUND (13100 BLOCK)	RIVERSIDE DRIVE	1315.00	S	No	Yes
92040524	2023-03-24	16:45	PIPELINE AVENUE (13000 BLOCK)	RIVERSIDE DRIVE	935.00	S	Yes	No
92105314	2023-06-22	11:00	EAST END AVE.	CHINO AVE.	0.00	-	Yes	No
9547982	2022-04-29	14:10	RIVERSIDE DR	MCKINNLEY AV	494.00	E	Yes	No

Doris Dickson Elementary School Safe Routes to School (SRTS) Project

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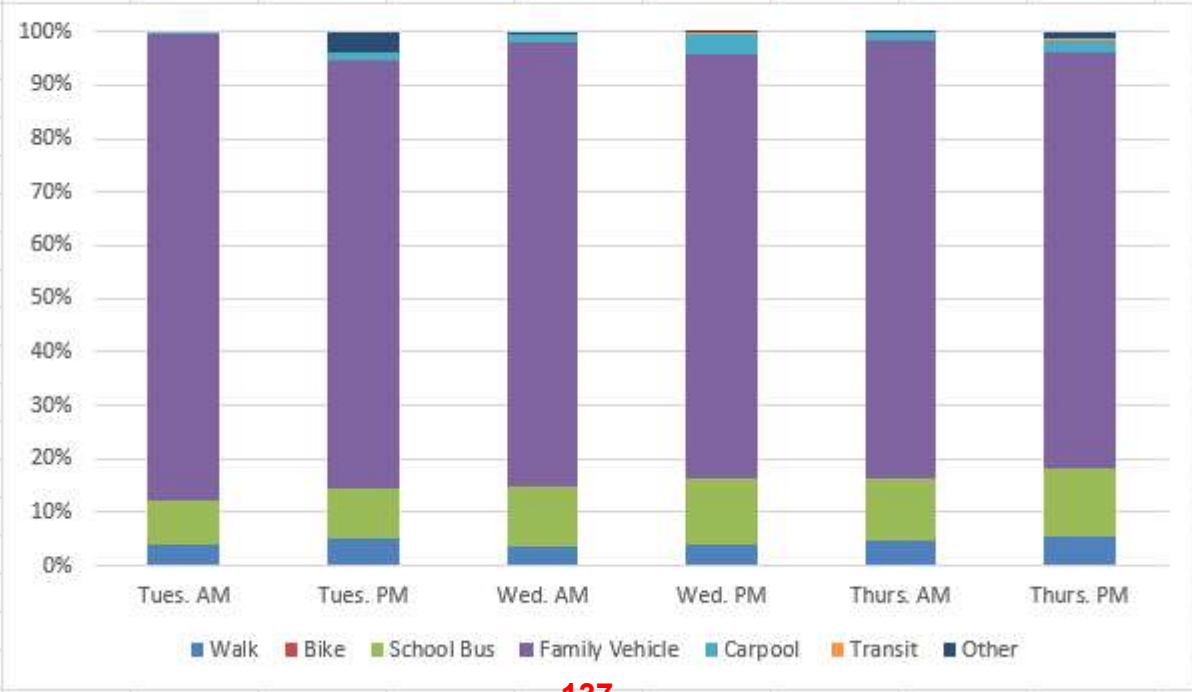
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Doris Dickson Elementary

Student Arrival and Departure Tally

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Walk	6	3.8%	8	5.2%	22	3.6%	23	4.1%	26	4.6%	31	5.4%
Bike	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.2%
School Bus	13	8.3%	14	9.2%	69	11.3%	69	12.4%	65	11.4%	72	12.6%
Family Vehicle	137	87.3%	123	80.4%	505	83.1%	442	79.2%	466	82.0%	443	77.7%
Carpool	1	0.6%	2	1.3%	10	1.6%	22	3.9%	9	1.6%	14	2.5%
Transit	0	0.0%	0	0.0%	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Other	0	0.0%	6	3.9%	2	0.3%	1	0.2%	1	0.2%	8	1.4%
Total	157	100.0%	153	100.0%	608	100.0%	558	100.0%	568	100.0%	570	100.0%



Doris Dickson Elementary Parent/Caregiver Survey Results

