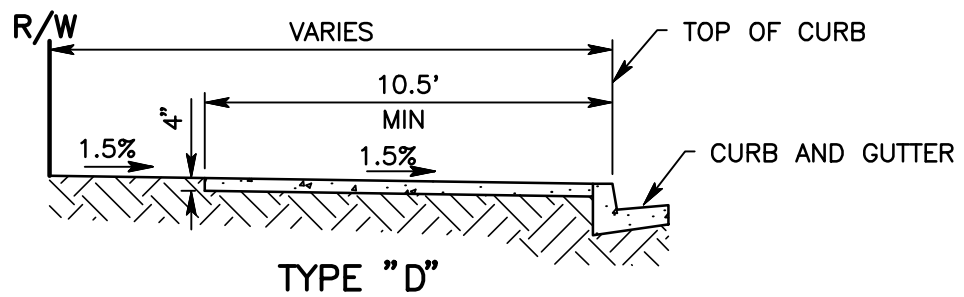
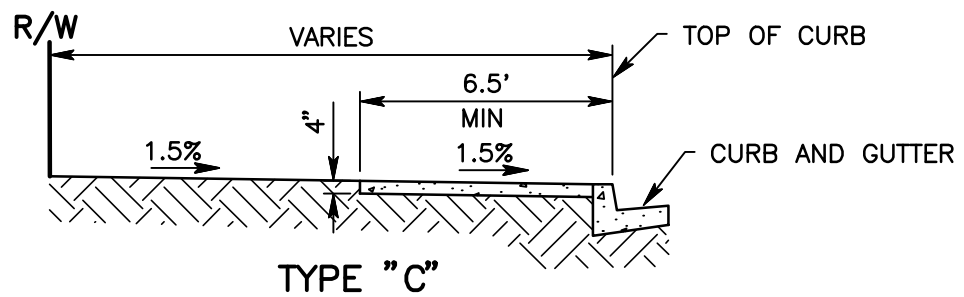
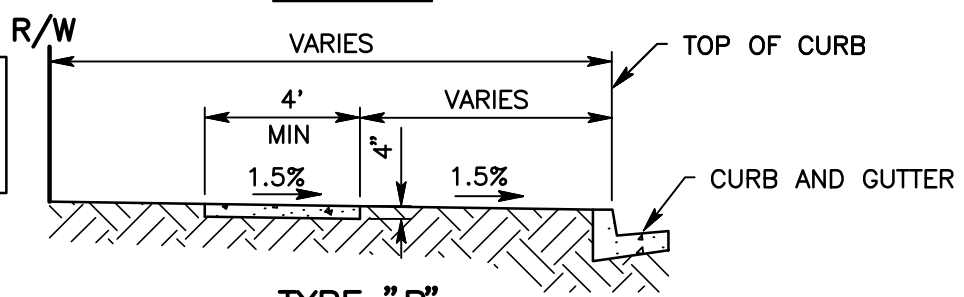


R/W = RIGHT OF WAY  
MIN = MINIMUM

FOR 4' SIDEWALK, PLACE 5'x5' PAD FOR PASSING AT EVERY 200' DISTANCE MAXIMUM.



NOTES:

1. TYPE "C" SIDEWALKS ADJACENT TO CURB SHALL ONLY BE USED ON LOCAL AND COLLECTOR STREETS AND ONLY UPON APPROVAL OF THE TRANSPORTATION DEPARTMENT.
2. SIDEWALK SHALL BE CONSTRUCTED OF 4" THICK MINOR CONCRETE.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED ON TEN FEET (10') SPACING.
4. SCORING SIDEWALK WILL BE PERMITTED.
5. IN EXPANSIVE SOIL AREAS, REFER TO SECTION 73 OF THE CALTRANS STANDARD SPECIFICATIONS.



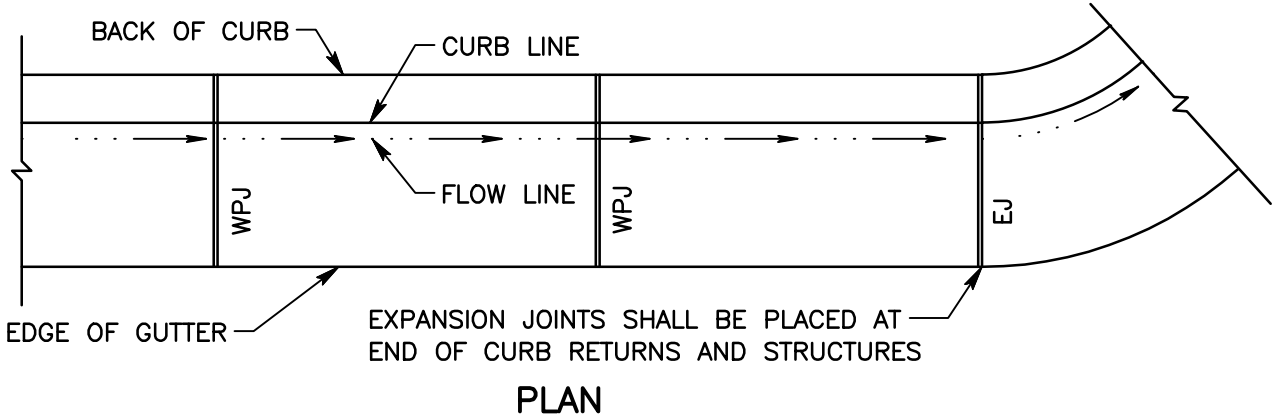
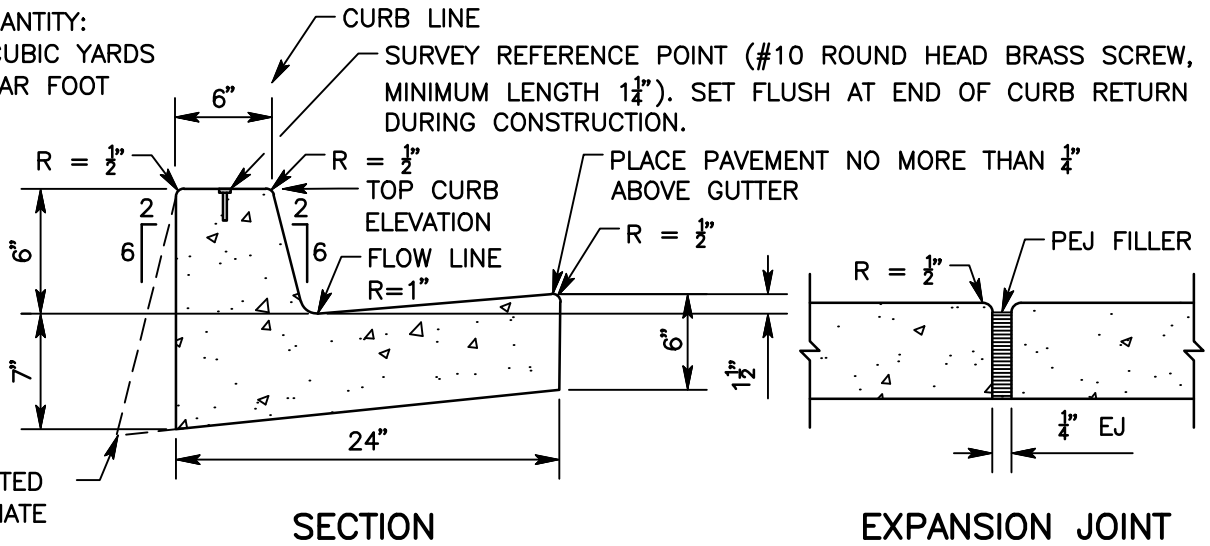
SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

SIDEWALK

BRENDON P. BIGGS, PE  
DIRECTOR OF PUBLIC  
WORKS/ROAD  
COMMISSIONER

R = RADIUS  
 EJ = EXPANSION JOINT FILLER  
 WPJ = WEAKENED PLANE JOINT  
 PEJ = PREFORMED EXPANSION JOINT FILLER PER ASTM D 1751

CURB QUANTITY:  
 0.0495 CUBIC YARDS  
 PER LINEAR FOOT



NOTES:

1. CURB AND GUTTER SHALL BE CONSTRUCTED MONOLITHICALLY OF MINOR CONCRETE.
2. WIDTHS OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINE UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS ( $\frac{3}{16} \times 1\frac{1}{2}$ " DEEP) SHALL BE CONSTRUCTED AT TEN FOOT (10') INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES.
5. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE, MINOR FINISHING MAY BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINTS MAY BE SAWCUT.
6. PEJ FILLER SHALL BE APPLIED IN THE WHOLE CROSS SECTION OF THE CURB AND GUTTER.
7. WHEN IN FRONT OF A CURB RAMP, USE GUTTER PAN TRANSITION ON THE CURRENT CALTRANS STANDARD PLAN A88A.



SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

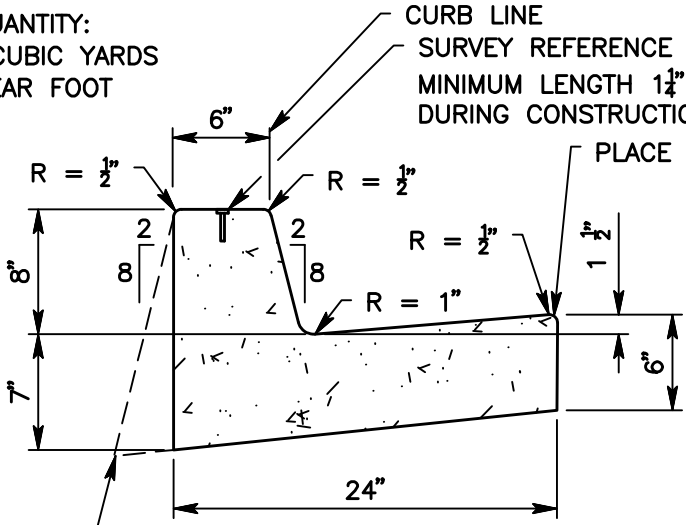
6" CURB AND GUTTER

BRENDON P. BIGGS, PE  
 DIRECTOR OF PUBLIC  
 WORKS/ROAD  
 COMMISSIONER

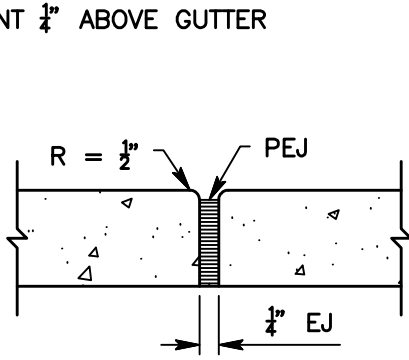
116

R = RADIUS  
 EJ = EXPANSION JOINT  
 WPJ = WEAKENED PLANE JOINT  
 PEJ = PREFORMED EXPANSION JOINT FILLER ASTM D 1751

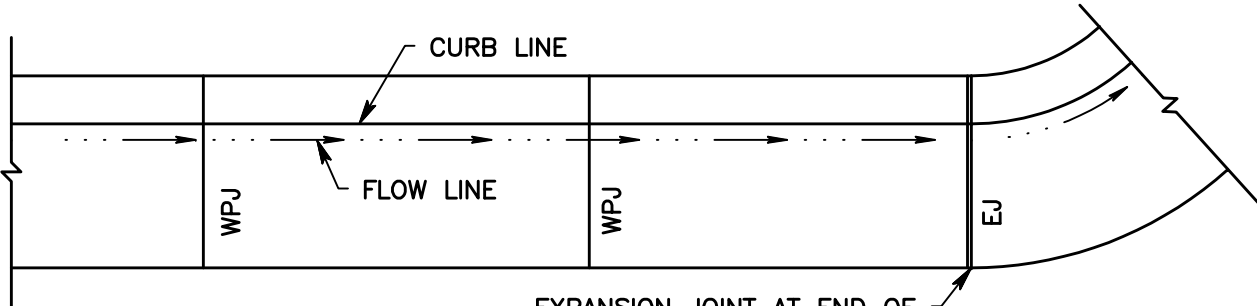
CURB QUANTITY:  
 0.0535 CUBIC YARDS  
 PER LINEAR FOOT



**SECTION**



**EXPANSION JOINT**



**PLAN**

EXPANSION JOINT AT END OF RETURN AND STRUCTURES

**NOTES:**

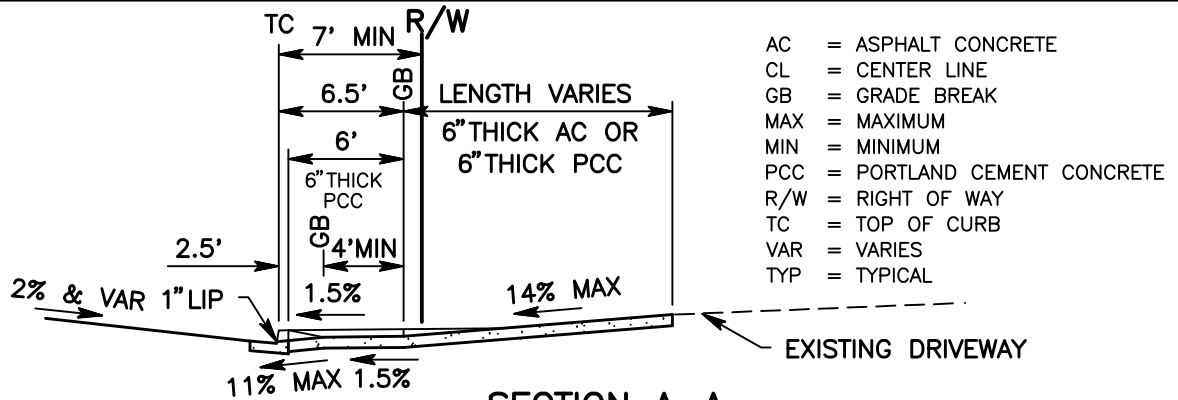
1. CURB AND GUTTER SHALL BE CONSTRUCTED MONOLITHICALLY OF MINOR CONCRETE.
2. WIDTHS OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINE UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT TEN FOOT (10') INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES.
5. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE, MINOR FINISHING MAY BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINTS MAY BE SAWCUT.
6. PEJ FILLER SHALL BE APPLIED IN THE WHOLE CROSS SECTION OF THE CURB AND GUTTER.
7. WHEN IN FRONT OF A CURB RAMP, USE GUTTER PAN TRANSITION ON THE CURRENT CALTRANS STANDARD PLAN A88A.



**SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS**

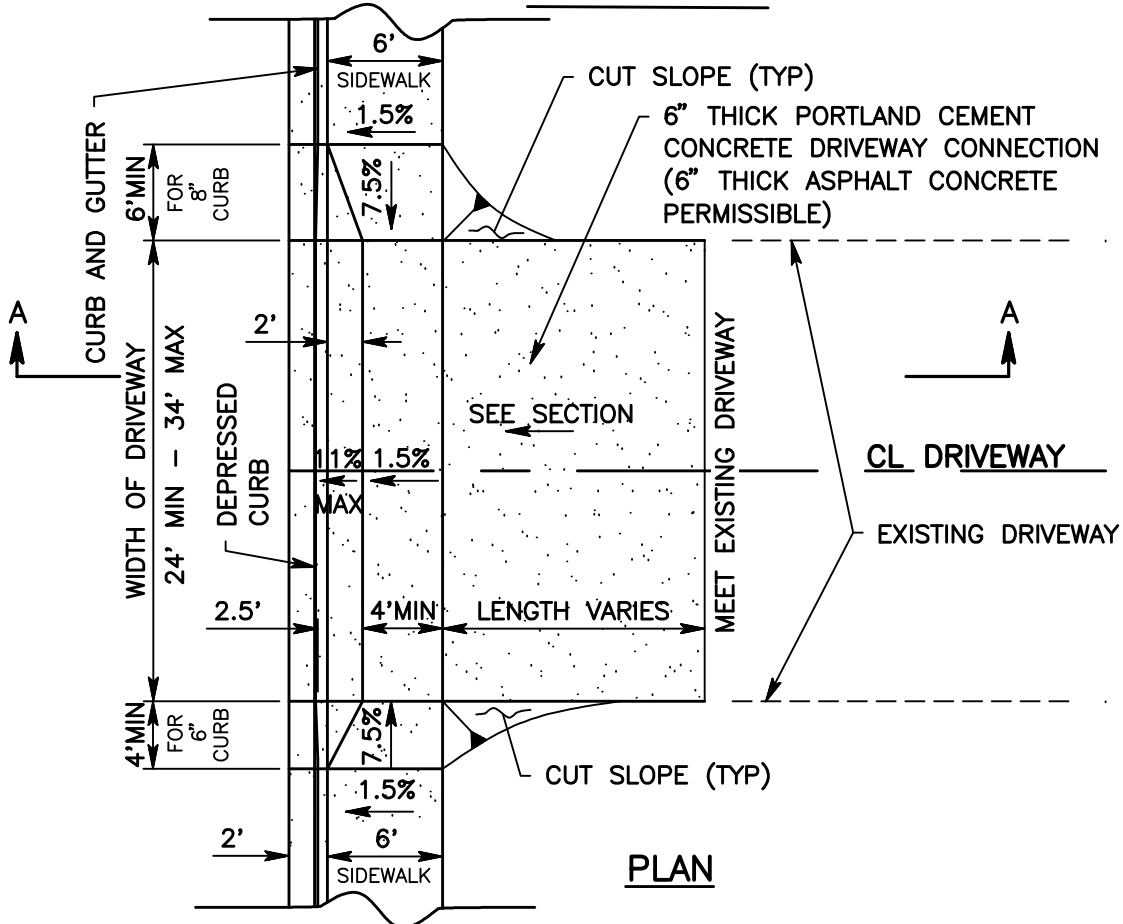
**8" CURB AND GUTTER**

BRENDON P. BIGGS, PE  
 DIRECTOR OF PUBLIC WORKS/ROAD COMMISSIONER



AC = ASPHALT CONCRETE  
 CL = CENTER LINE  
 GB = GRADE BREAK  
 MAX = MAXIMUM  
 MIN = MINIMUM  
 PCC = PORTLAND CEMENT CONCRETE  
 R/W = RIGHT OF WAY  
 TC = TOP OF CURB  
 VAR = VARIES  
 TYP = TYPICAL

**SECTION A-A**



**PLAN**

**NOTES:**

1. FOR APPLICABLE NOTES AND DRIVEWAY REQUIREMENTS SEE STANDARD 130.
2. TO CONSTRUCT A DEPRESSION IN EXISTING CURB AND GUTTER:  
 A) SAWCUT AND REMOVE FOR THE NECESSARY WIDTH.  
 B) REMOVE AND RECONSTRUCT TO THE NEAREST JOINT.
3. A DRIVEWAY APPROACH MUST BE CONSTRUCTED WITH EACH CURB DEPRESSION.
4. SURFACING SHALL BE PORTLAND CEMENT CONCRETE (MINOR CONCRETE) 6" THICK AND HAVE A BROOM FINISH.
5. DEPRESSED DRIVEWAY IN A FILL CONDITION NOT ALLOWED OR AS DIRECTED BY THE ENGINEER.

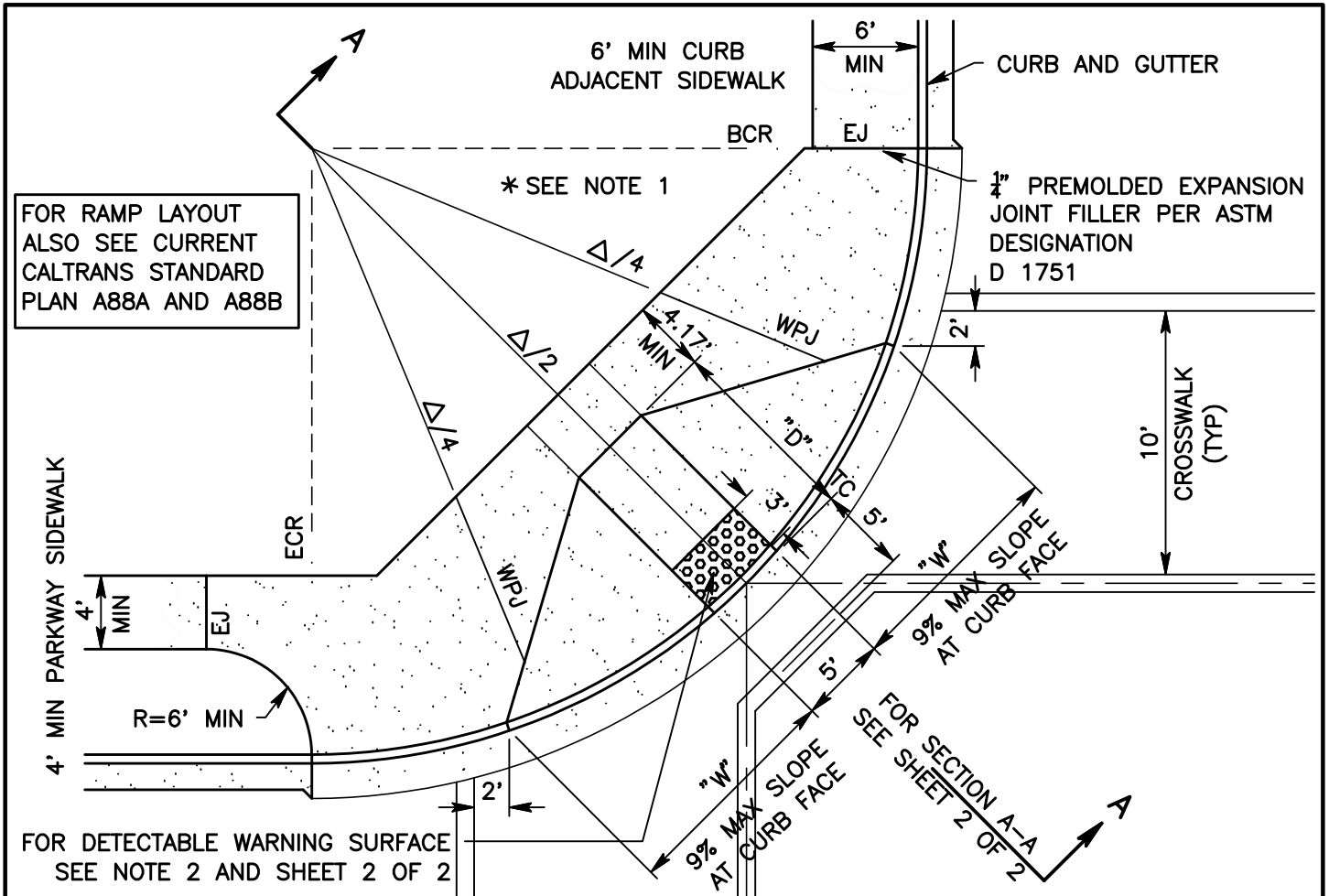


**SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS**

**COMMERCIAL DRIVEWAY APPROACH  
 DEPRESSED WITH CURB**

BRENDON P. BIGGS, PE  
 DIRECTOR OF PUBLIC  
 WORKS/ROAD  
 COMMISSIONER

129A



FOR RAMP LAYOUT  
ALSO SEE CURRENT  
CALTRANS STANDARD  
PLAN A88A AND A88B

FOR DETECTABLE WARNING SURFACE  
SEE NOTE 2 AND SHEET 2 OF 2

MINIMUM CURB RETURN RADIUS REQUIRED	
INTERSECTING STREETS:	RADIUS
LOCAL STREET AND LOCAL STREET	20'
LOCAL STREET AND COLLECTOR STREET	30'
SECONDARY HIGHWAY OR GREATER	35'
SECONDARY HIGHWAY OR GREATER	50'

<(RESIDENTIAL)  
<(COMMERCIAL/INDUSTRIAL)

RAMP DIMENSION TABLE		
	8" CF	6" CF
"D"	11'-0"	8'-4"
"W"	PER PLAN	PER PLAN

AT 7.5% RUNNING SLOPE

NOTES:

- SIDEWALK WIDTH SHALL BE 5' WHEN ADJACENT TO BLOCK WALL OR OTHER OBSTRUCTION. FOR BLOCK WALL LOCATION AT INTERSECTION SEE STANDARD 302.
- THE DETECTABLE WARNING SURFACE SHALL BE CONSTRUCTED BY CAST-IN-PLACE METHOD OR SHALL CONSIST OF A PREFABRICATED SURFACE, APPROVED BY THE ENGINEER. A GLUE DOWN DETECTABLE WARNING SURFACE IS NOT ALLOWED. COLOR SHALL BE YELLOW CONFORMING TO FEDERAL STANDARD 595B, COLOR NUMBER 33538, OR AS APPROVED BY THE ENGINEER.
- FOR RIGHT OF WAY LOCATION SEE PROJECT PLANS.

- BCR = BEGIN CURB RETURN
- CF = CURB FACE
- DWS = DETECTABLE WARNING SURFACE
- ECR = END CURB RETURN
- EJ = EXPANSION JOINT
- GB = GRADE BREAK
- MAX = MAXIMUM
- MIN = MINIMUM
- TC = TOP OF CURB
- WPJ = WEAKENED PLANE JOINT
- TYP = TYPICAL
- EJ = EXPANSION JOINT



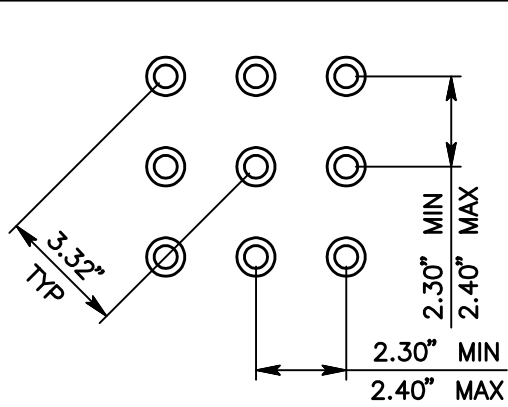
**SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS**

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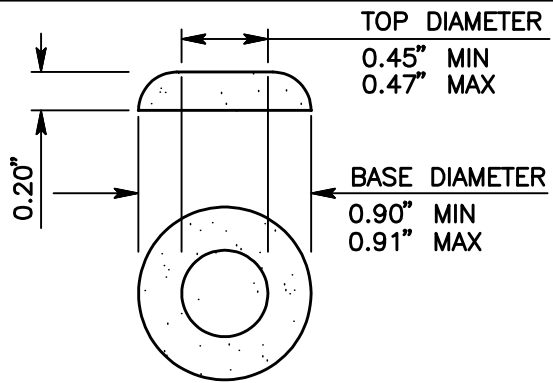
**CURB RETURN WITH SIDEWALK RAMP**

BRENDON P. BIGGS, PE  
DIRECTOR OF PUBLIC WORKS/ROAD COMMISSIONER

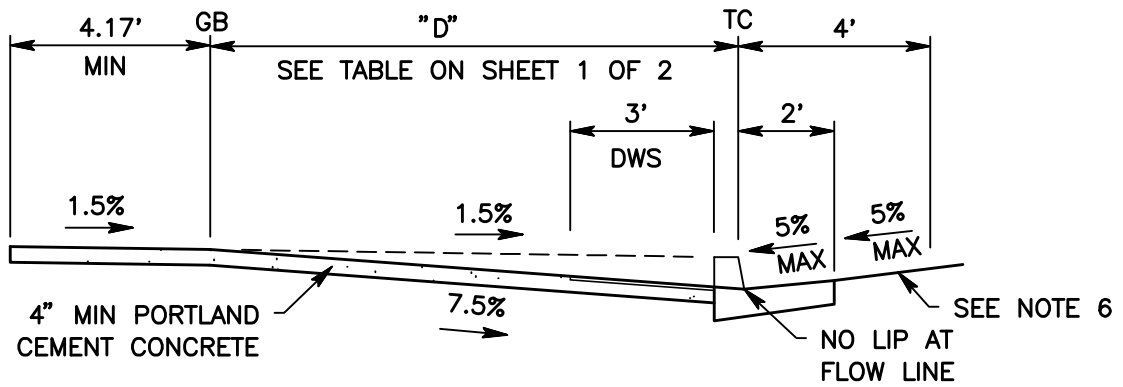
**110**  
1 OF 2



**TRUNCATED DOME PATTERN**  
DETECTABLE WARNING SURFACE



**TRUNCATED DOME DETAIL**  
RAISED TRUNCATED DOME



**SECTION A-A**

**NOTES:**

1. THE SIDEWALK AND RAMP THICKNESS SHALL BE 4" MINIMUM.
2. THE RAMP RUNNING SLOPE SHALL BE 7.5% MAXIMUM.
3. THE CROSS SLOPES OF RAMP, LANDING, AND SIDEWALK SHALL BE 1.5% MAXIMUM.
4. THE RAMP SHALL HAVE A TRAVERSE BROOM FINISH TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
5. TRANSITIONS FROM RAMPS TO WALKS, GUTTER OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
6. THE MAXIMUM SLOPE OF THE ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP SHALL NOT EXCEED 5% WITHIN FOUR FEET (4') OF THE RAMP.
7. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 5" TO 8" FROM THE GUTTER FLOW LINE.
8. MODIFICATIONS TO LOCATION OR DIMENSIONS OF RAMP SHALL REQUIRE APPROVAL OF THE ENGINEER AND SHALL BE SHOWN ON APPROVED PLANS.
9. UTILITY PULL BOXES, MANHOLES, VAULTS AND ALL OTHER UTILITY FACILITIES WITHIN THE BOUNDARIES OF THE CURB RAMP WILL BE RELOCATED OR ADJUSTED TO GRADE BY THE OWNER PRIOR TO OR IN CONJUNCTION WITH CURB RAMP CONSTRUCTION.



**SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS**

**CURB RETURN WITH SIDEWALK RAMP**

BRENDON P. BIGGS, PE  
DIRECTOR OF PUBLIC  
WORKS/ROAD  
COMMISSIONER

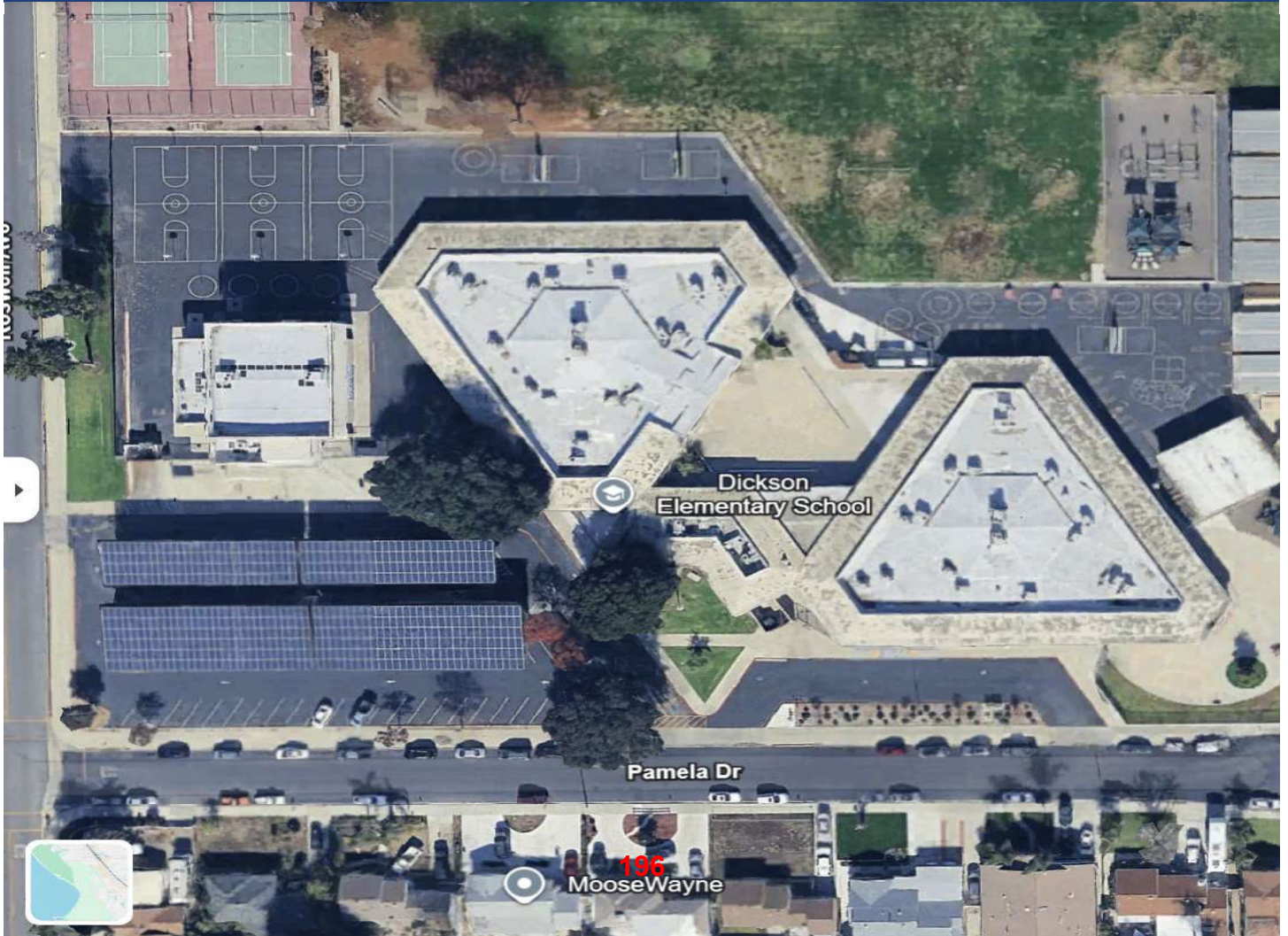
**110**  
2 OF 2

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

## ATTACHMENT E: PHOTOS OF EXISTING CONDITIONS

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





***Photo 1. Heavy queuing on Roswell Ave during morning arrival at Doris Dickson Elementary School.***



***Photo 2. Curb return at the school entrance — no truncated dome warnings or ADA-compliant ramp at this corner.***



***Photo 3. Faded standard crosswalk striping at the school crossing — no high-visibility (continental) markings.***

## EXISTING CONDITIONS

The Roswell Avenue / Pamela Drive intersection is the primary pedestrian access point for Doris Dickson Elementary School. Photos 1–3 show the daily conditions during arrival and dismissal. Vehicles turning into the school queue in the through lane (Photo 1), creating conflicts with students and parents crossing Pamela Drive. The crosswalk striping at the school crossing has faded to standard parallel lines that lack the high-visibility (continental / ladder) pattern recommended for school zones (Photo 2), and the curb returns at the school entrance do not include truncated dome detectable warnings or ADA-compliant ramps (Photo 3). Together, these conditions reduce driver awareness of crossing students and create access barriers for families with strollers and students using mobility devices.



***Photo 4. School-day stop control on Roswell Ave — crossing guard relies on temporary cones and a portable sign.***

***Photo 5. Pamela Dr looking east — vehicles approach the school crossing past a faded painted stop bar.***



***Photo 6. Curb return on Pamela Dr near the school driveway — no ADA ramp serves this corner.***

## EXISTING CONDITIONS

Photos 4–6 capture additional conditions at and immediately adjacent to the Roswell Ave / Pamela Dr intersection. A crossing guard is deployed during arrival and dismissal (Photo 4), but is supported only by temporary traffic cones and a portable stop sign. There are no permanent high-visibility crosswalks, advance stop bars, or curb extensions to physically slow turning traffic and shorten crossing distances. The painted stop bars on the approach legs have faded to the point of being difficult to see (Photo 5), and several curb returns on the school side of the intersection lack the truncated dome detectable warnings and ADA-compliant ramps required for safer access by students with mobility devices and parents pushing strollers (Photo 6).



***Photo 7. Roswell Ave at a residential cross street — narrow walkway, no buffer between pedestrians and traffic.***

***Photo 8. Looking south on Roswell Ave — the existing sidewalk is intermittent and ends well short of the school frontage.***



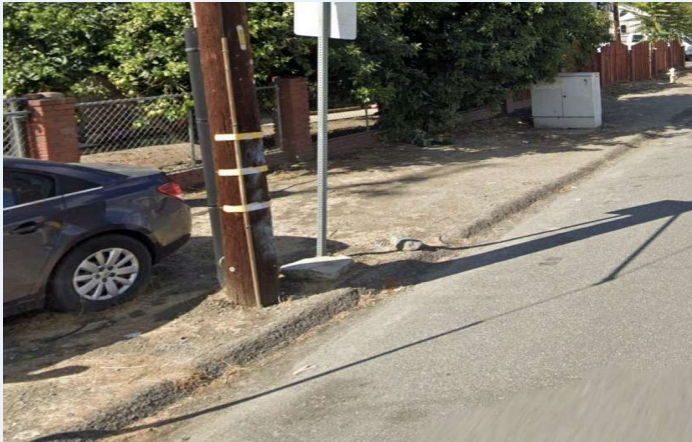
***Photo 9. School-day No Parking restriction is posted, but no dedicated buffered walking facility is provided.***

## EXISTING CONDITIONS

The west side of Roswell Avenue between Riverside Drive and the Doris Dickson Elementary School entrance currently lacks a continuous, ADA-compliant sidewalk. Photos 7–9 show the conditions students and families encounter walking to school: a narrow, intermittent walkway with no buffer from the travel lane (Photos 7 and 8), discontinuous segments that drop off into unpaved shoulder, and reliance on school-day No Parking restrictions to keep the curb lane clear (Photo 9) instead of a dedicated pedestrian facility. During peak arrival and dismissal periods this forces students into the vehicle travel lane along this primary north–south walking route to the school.



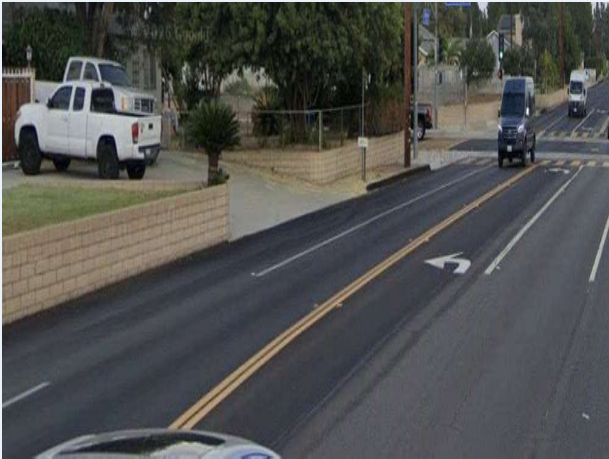
***Photo 10. Roswell Ave (Google Street View) — no sidewalk on the west side. Trash cans and pedestrians are forced into the dirt shoulder.***



***Photo 11. Roswell Ave (Google Street View) — utility pole sits in the planned walkway alignment; vehicles park on bare dirt where the sidewalk should be.***

## EXISTING CONDITIONS

Photos 10 and 11 are images captured along Roswell Avenue between Riverside Drive and the Doris Dickson Elementary School entrance. They show the wider corridor condition that the project will address: there is no continuous, ADA-compliant sidewalk on the west side of Roswell Avenue. Pedestrians, including students walking to and from school, are pushed into the dirt shoulder around utility poles, parked vehicles, and household trash containers. Where the shoulder narrows further, walkers are forced to step into the vehicle travel lane to continue toward the school.



*Photo 12. Chino Ave (Google Street View) — wide arterial with no sidewalk on the north side; pedestrians have no separated facility.*



*Photo 13. Chino Ave (Google Street View) — residential frontage with no continuous walkway; students must walk in the roadway.*

## EXISTING CONDITIONS

Chino Avenue lacks a continuous sidewalk between East End Avenue and Pipeline Avenue. Photos 12 and 13 are images of the corridor showing the existing condition: a wide arterial road with curb on one side but no separated pedestrian facility on the other, fronted in places by residential walls and landscaping that push walkers directly into the roadway. A fatal pedestrian collision occurred on Chino Avenue in 2020. Students walking from the south neighborhood toward Doris Dickson Elementary must walk in the roadway or along unpaved shoulders for the full length of this corridor.



### KEY DEFICIENCIES AT THIS INTERSECTION

- No high-visibility crosswalk on the north or east leg
- No ADA curb ramp at the southeast corner
- No ADA curb ramp at the northeast corner
- No truncated dome detectable warnings
- Reduced driver awareness of students in school zone

***Photo 14. Cozzens Ave / Pamela Dr intersection — no high-visibility crosswalk markings on either leg.***

***Photo 15. Pamela Dr facing east from Cozzens Ave — narrow sidewalk and limited sight lines on the school approach.***



### EXISTING CONDITIONS

The Cozzens Avenue / Pamela Drive intersection is a key crossing point for students approaching Doris Dickson Elementary from the west along Pamela Drive. Photos 14–15 show that the intersection currently has no high-visibility crosswalk markings on either leg, reducing driver awareness of pedestrians crossing in the school zone. The southeast and northeast corners do not have ADA-compliant curb ramps with truncated dome warnings, creating an access barrier for students with mobility devices and any pedestrian using the existing sidewalk network on Pamela Drive. Sight lines on the eastbound approach are further constrained by mature landscaping and on-street parking.

# Detailed Project Estimate and Total Project Costs - Cycle 8

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

## Project Information:

Agency: San Bernardino County Public Works	Date: 6/4/2026
Project Description: Doris Dickson Elementary School SRTS Project	
Project Location: 3930 Pamela Drive, Chino, CA 91710	
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Jeremy Johnson	License #: C91246

## Project Estimate and Cost Breakdown:

Project Estimate (for Construction Items Only)						Cost Breakdown					
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible/ ATP Funded Costs		ATP Ineligible and/or Non-ATP Funded Costs		Corps/CCC to Construct	
						%	\$	%	\$	%	\$
<b>General Overhead-Related Construction Items</b>											
1	Mobilization	1	LS	\$75,000.00	\$75,000	100%	\$75,000				
2	Traffic Control	1	LS	\$35,000.00	\$35,000	100%	\$35,000				
3	Stormwater Protection Plan	1	LS	\$10,000.00	\$10,000	100%	\$10,000				
4			LS						100%		
5			LS						100%		
6			LS						100%		
7			LS						100%		
8			LS						100%		
9			LS						100%		
10			LS						100%		
<b>General Construction Items</b>											
11	Red Curb Marking	150	LF	\$7.50	\$1,125	100%	\$1,125				
12	Pavement Marking	150	LF	\$6.67	\$1,001	100%	\$1,001				
13	High Visibilty Crosswalk	9	EA	\$2,500.00	\$22,500	100%	\$22,500				
14	ADA Complinat Curb Ramps	7	EA	\$2,500.00	\$17,500	100%	\$17,500				
15	Advance Stop Bars	4	EA	\$3,200.00	\$12,800	100%	\$12,800				
16	6ft wide sidewalks	7,965	LF	\$185.00	\$1,473,525	100%	\$1,473,525				
17									100%		
18									100%		
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50									100%		
51									100%		
52									100%		
<b>Subtotal of Construction Items:</b>					<b>\$1,648,451</b>		<b>\$1,648,451</b>				
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>10.00%</b>	<b>\$164,845</b>		<b>\$164,845</b>				
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,813,296</b>		<b>\$1,813,296</b>				
<b>Project Delivery Costs:</b>											
Type of Project Cost					Cost \$						

# Detailed Project Estimate and Total Project Costs - Cycle 8

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

## Project Information:

Agency: San Bernardino County Public Works Date: 6/4/2026

Project Description: Doris Dickson Elementary School SRTS Project

Project Location: 3930 Pamela Drive, Chino, CA 91710

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Jeremy Johnson License #: C91246

Preliminary Engineering (PE)	ATP Eligible and ATP Funded Costs	ATP Ineligible and/or Non-ATP Funded Costs		
Project Approval and Environmental Document (PA&ED): \$ 125,000	\$125,000			
Plans, Specifications and Estimates (PS&E): \$ 230,000	\$230,000			"PE" costs / "CON" costs
<b>Total PE:</b> \$ 355,000	<b>\$355,000</b>		20%	25% Max
Right of Way (RW)				
Right of Way Engineering: \$ 257,000	\$257,000			
Acquisitions and Utilities: \$ 2,267,704	\$2,267,704			
<b>Total RW:</b> \$ 2,524,704	<b>\$2,524,704</b>			
<b>Total Pre-Construction Costs (PE+RW):</b> \$2,879,704	<b>\$2,879,704</b>			
Construction Engineering (CE)				
Construction Engineering (CE): \$ 259,000	\$259,000			"CE" costs / "CON" costs
<b>Total Construction Costs (Construction Items &amp; Contingencies + CE):</b> \$2,072,296	<b>\$2,072,296</b>		14%	15% Max
<b>Total Project Cost:</b> \$4,952,000	<b>\$4,952,000</b>			

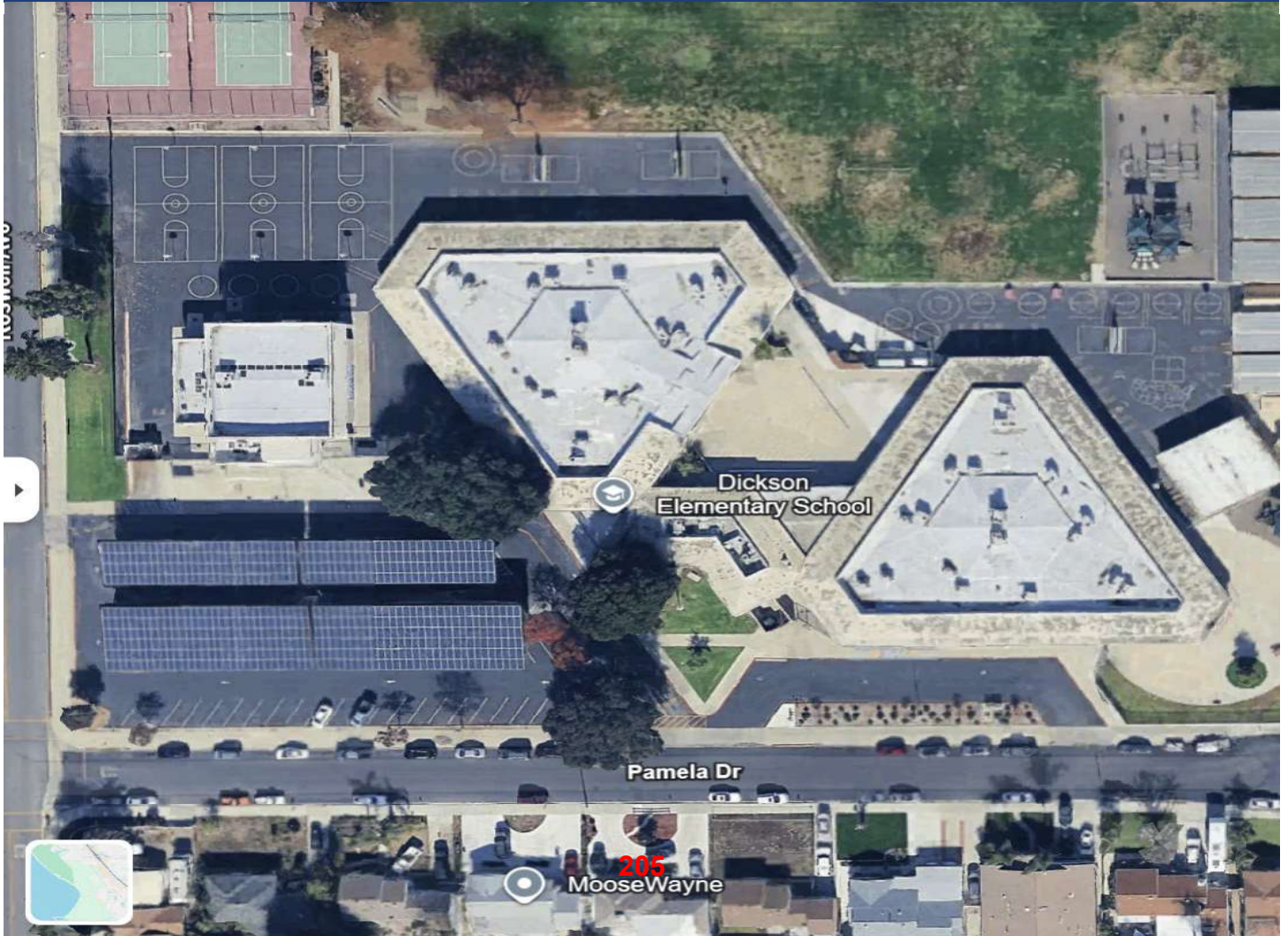
Documentation of Eligible and/or Ineligible Costs:	
The Engineer's	
Separate	
Item #:	Description of Engineer's Justification: (See example shown in the Instructions)

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

## ATTACHMENT I: LETTERS OF SUPPORT

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](mailto:Steven.Sablan@dpw.subcounty.gov)





13461 Ramona Avenue • Chino, CA 91710 • 909.628.1201 • www.chino.k12.ca.us  
Student Achievement • Safe Schools • Positive School Climate • Humility • Civility • Service

BOARD OF EDUCATION: John Cervantes • Andrew Cruz • James Na • Sonja Shaw • Shaun Smith • SUPERINTENDENT: Norm Enfield, Ed.D.

April 9, 2026

Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

RE: ATP Cycle 8 Application – Doris Dickson Elementary School Safe Routes to School

Dear Ms. Taylor:

The Chino Valley Unified School District (CVUSD) is pleased to express its strong support for the 2027 Active Transportation Program (ATP), Cycle 8 application for Safe Routes to School infrastructure improvements serving Doris Dickson Elementary School. This project reflects a needed community investment that will make a genuine difference in the daily lives of students and families, and CVUSD is committed to seeing it succeed.

As the local education agency serving more than 28,000 students across 33 school sites, CVUSD has a direct and ongoing interest in the safety and accessibility of the routes our students travel to and from school every day. Doris Dickson Elementary serves a community where walking and biking to school are common, and where the current infrastructure does not adequately protect those who do. Families have raised concerns about missing sidewalk connections and crossing conditions at key intersections near the school. The proposed project will address these barriers and improve safety, enabling our students to arrive at school on time, and ready to learn.

The improvements proposed through this application are practical, well-targeted, and much-needed. The project will install high-visibility crosswalks at three key intersections, bring ADA-compliant curb ramps into compliance at multiple locations, add advance stop bars to improve driver yielding behavior, and construct miles of new sidewalk along corridors that currently have none. Class II Bike Lanes along the Pipeline Path corridor will further extend safe connections between neighborhoods and campus. Taken together, these improvements will create a more complete, connected, and protected network for the students, families, and staff of Doris Dickson Elementary.

Beyond the physical infrastructure, this project matters because of what it signals: that the communities surrounding our schools are worth investing in, and that children's safety on the way to school is a shared public responsibility. CVUSD serves a diverse student population that includes many families who depend on walking and biking as their primary means of getting to school. When routes are unsafe or inaccessible, those families bear the cost, in added stress, lost time, and real physical risk. The improvements funded through this ATP application will help ensure that every Doris Dickson student has a safer path to campus, regardless of how they travel.

Chino Valley Unified School District fully endorses this application and looks forward to the improvements it will bring to the community. We are grateful for the California Transportation Commission's commitment to funding projects that prioritize safety and active transportation for students across the state.

Respectfully,

A handwritten signature in black ink, appearing to read 'Norm Enfield', with a stylized flourish at the end.

**Norm Enfield, Ed.D.**

Superintendent, Chino Valley Unified School District  
13461 Ramona Avenue, Chino, CA 91710  
(909) 628-1201 | [norm\\_enfield@chino.k12.ca.us](mailto:norm_enfield@chino.k12.ca.us)



## Public Health Administration

**Joshua Dugas, MBA, REHS**  
Director

**Jennifer Osorio, REHS**  
Assistant Director

**Janki Patel, MPH**  
Assistant Director

**Sharon Wang, DO, MSHPE, FIDSA**  
Health Officer

May 1, 2026

Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

RE: Support for Safe Routes to School Active Transportation Program Applications –  
San Bernardino County

Dear Ms. Taylor:

The San Bernardino County Department of Public Health is pleased to provide its strong support for San Bernardino County's Active Transportation Program (ATP) applications focused on Safe Routes to School (SRTS) improvements. These include infrastructure projects serving Redlands East Valley High School, Bloomington High School, Dickson Elementary School, Pacific High School, and Sequoia Middle School, as well as a Planning Grant for the High Desert region encompassing nineteen school-area locations.

San Bernardino County faces significant public health challenges related to physical inactivity, preventable chronic disease, and traffic-related injuries, particularly in unincorporated and underserved communities. 36.5 percent of adults in the County are obese, significantly higher than the California average, and nearly 1 in 5 children (19.8%) are overweight for their age. These conditions are closely linked to built-environment barriers such as incomplete sidewalks, high vehicle speeds, and a lack of safe crossings. Traffic safety data further underscore this need, with 14,615 people injured or killed in collisions in 2024 alone, and increasing risks for pedestrians and bicyclists.

The proposed SRTS infrastructure projects address these challenges by improving sidewalks, bicycle facilities, crossings, and traffic calming measures near schools. These improvements are essential to creating safer, reliable routes for students and will help reduce conflicts between vehicles and active transportation users. Studies of SRTS programs have documented reductions in child pedestrian injury rates near schools of approximately 20%-50%.

These projects are particularly important for disadvantaged, rural, and unincorporated communities that have experienced longstanding gaps in pedestrian and bicycle infrastructure. The High Desert Planning Grant will further support this effort by establishing a coordinated, data-

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DPW ATP SUPPORT LETTER

MAY 1, 2026

PAGE 2 of 2

driven framework that integrates community input and stakeholder engagement to identify priority improvements and address local safety concerns.

The Department of Public Health fully supports San Bernardino County's SRTS ATP applications and respectfully urges Caltrans to fund these critical projects. The proposed improvements will deliver measurable safety benefits while advancing long-term public health outcomes for children and families throughout the County.

Please feel free to contact our office at 909.387.6469 if you need additional information.

Sincerely,

A handwritten signature in cursive script that reads "Janki Patel".

Janki Patel  
Assistant Director

*San Bernardino County reserves the right to revoke support for the aforementioned item at any time.*



April 14, 2026

Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

RE: Support Letter ATP Cycle 8 Application – Doris Dickson Elementary School Safe Routes to School Infrastructure Project

Dear Ms. Taylor:

On behalf of San Bernardino County's Fourth District, I am writing to express my strong support for the 2027 Active Transportation Program (ATP) Cycle 8 application for Safe Routes to School improvements near Doris Dickson Elementary School in the unincorporated community near the City of Chino. The proposed project is located within my district, and it reflects the values that I have championed throughout my career in public service: building safer communities, investing in our children's futures, and ensuring that every neighborhood has the infrastructure its residents need.

The Fourth District is home to over 450,000 residents across the cities of Chino, Chino Hills, Montclair, Ontario, Upland, and unincorporated communities. Families in these communities move freely across city boundaries every day, and so do the hazards of inadequate infrastructure. The students who walk and bike to Doris Dickson Elementary need safer, well-connected routes to school, and right now the existing routes fall short. Unmarked crossings, missing sidewalks, and inadequate bicycle facilities are barriers that affect school attendance, physical activity, safety, and community confidence in our public spaces.

The proposed improvements, including high-visibility crosswalks, ADA-compliant curb ramps, new sidewalks along Roswell Avenue, Riverside Drive, and Chino Avenue, and Class II Bike Lanes along the Pipeline Path, represent a comprehensive investment of connected, walkable infrastructure. These are practical, high-impact improvements that will serve Doris Dickson students and the surrounding community for decades.

As a former Mayor of Chino Hills and a long-standing advocate for the communities of western San Bernardino County, I understand firsthand how transformative safe streets can be. When we invest in safe routes to school, we invest in the health, independence, and opportunity of every child who uses them. I am proud to stand behind this application and to encourage the California Transportation Commission to prioritize it for funding.

San Bernardino County's Fourth District fully supports this application and commends San Bernardino County's effort to bring these much-needed improvements to fruition. I look forward to seeing this project funded and built.

Respectfully,

A handwritten signature in blue ink that reads "Curt Hagman".

Curt Hagman  
Supervisor, Fourth District  
San Bernardino County Board of Supervisors



## Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

[www.SBCounty.gov](http://www.SBCounty.gov)

Noel Castillo, P.E.  
Director

Byanka Velasco, P.E.  
Assistant Director

David Doublet, M.S., P.E.  
Assistant Director

ATP Cycle 8

State Only Funding Request

Attachment J

### REQUEST FOR STATE ATP FUNDING

To: ATP Manager  
1120 N Street, MS 1  
Sacramento, CA 95814

Date: 06/22/2026

**Subject:** Request for ATP State Funding

The San Bernardino County Public Works Department hereby requests ATP State funding for the following project:

**PROJECT NAME:** Doris Dickson Elementary Safe Routes to School Improvements

**PROJECT DESCRIPTION:** (Describe specifically what work is being accomplished, including PPNO)

The project will construct approximately 7,965 linear feet of new sidewalk along Roswell Avenue (west side), Riverside Drive, and Chino Avenue, and will install high-visibility crosswalks, ADA-compliant curb ramps, advance stop bars, and a dedicated southbound left-turn lane at the Roswell Avenue/Pamela Drive intersection and adjacent crossings serving Doris Dickson Elementary School, in the unincorporated County area near Chino. The improvements close gaps in the pedestrian network and improve safe walking and rolling access to the school.

**PPNO:**

**JUSTIFICATION:**

- Type of Work: (Infrastructure (IF)
- Project cost: \$4,952,000
- San Bernardino Leverage Funding: \$995,352 from SB County Public Works Local Match Reserve
- Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year, including all phases)

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Fiscal Year	Phase	Funding Source	Amount (\$)
2027-2028	PA&ED; PS&E	ATP	\$125,000; \$230,000
2028-2029	ROW Support	ATP	\$257,000
2029-2030	ROW	ATP	\$2,267,704
2030-2031	Construction; Construction Engineering	SB County	\$995,352; \$270,000
2030-2031	Construction	ATP	\$806,944
<b>Total ATP Request</b>			<b>\$4,952,000</b>

E. State specific reasons for requesting State-Only funds and why Federal funds should not be used on the project.

The Project is a focused Safe Routes to School pedestrian improvement project consisting of targeted crossing and accessibility enhancements near Doris Dickson Elementary School, including ADA-compliant curb ramps, high-visibility crosswalks, and sidewalks. The Project does not involve substantial environmental complexity. Requesting State-only ATP funding will accelerate Project delivery, reduce administrative and federal compliance burdens, and support timely implementation of critical pedestrian accessibility and crossing improvements serving students and the surrounding disadvantaged community. Use of State-only funds will allow the County to efficiently deliver these targeted improvements while minimizing unnecessary delivery delays and administrative costs associated with federal funding requirements.

**REGIONAL AGENCY CONCURRENCE:**

(Name of Regional Agency) concurs with this request for an exception to the Project Funding Policy. (Only for MPO selected projects): Southern California Association of Governments

(Signature of Regional Agency Representative) (Only for MPO selected projects):

(Signature of Local Agency Representative):

Jeremy Johnson, Transportation Planning Engineering Manager  
San Bernardino County Public Works Department