August Sustainable Community Plan

Community Workshop #2 Summary – September 2, 2026

Introduction

On Wednesday, September 2, 2026, San Joaquin County hosted the second Community Workshop for the August Sustainable Community Plan at August Elementary School, 2101 Sutro Ave, Stockton, CA 95205. The event ran from 5:00 to 7:00 PM as a continuous, drop-in open house; unlike Workshop #1, there was no formal presentation. Forty-five community members attended the workshop.



Community members reviewing the voting activity board with the project team

The project team welcomed community members beginning at 5:00 PM, who signed in and received a brief orientation to the four stations set up around the cafeteria. Bilingual (English/Spanish) materials, staff, and food (pizza) were available throughout, continuing the family-friendly approach from the first workshop.

The purpose of Workshop #2 was to introduce the concept designs developed since Workshop #1, including draft street improvement recommendations and new bike and pedestrian route options for Waterloo Road, Cherokee Road, and Wilson Way, and to gather community feedback to help prioritize and refine those concepts ahead of the Draft and Final Plan.

Project Background and Purpose

The August Sustainable Community Plan is a community-driven planning effort focused on improving safety, connectivity, and access for people walking, biking, and using transit throughout the August neighborhood. As shared at Workshop #1, the plan aims to create safer, more connected neighborhoods; improve pedestrian and bicycle infrastructure; enhance access to jobs, schools, and essential services; and expand sustainable transportation options.

The plan is following a five-phase timeline: Existing Conditions and the first round of Public Outreach (Winter 2026, including Workshop #1), Project Development (Spring 2026), a second round of Public Outreach anchored by this workshop (Summer 2026), and a Draft/Final Plan for public review and adoption (Fall 2026).

Meeting Format

While Workshop #1 opened with a bilingual presentation, Workshop #2 was structured entirely as an open house, with no formal presentation. Attendees circulated freely among four stations, with project team members stationed at each to answer questions and prompt for input through:

- Guided, one-on-one conversations with project team members
- Sticky notes and markup directly on the community heat map and existing and proposed bike and pedestrian facilities map
- Voting cards at the roadway improvement prioritization activity
- Written comment cards

Staff also encouraged attendees to continue sharing feedback online through the project's Social Pinpoint page after the event.



Station 1: Fact Sheet Board

Station Activities and Board Exhibits

As part of the open house, four stations were set up around the room, and attendees could visit them in any order:

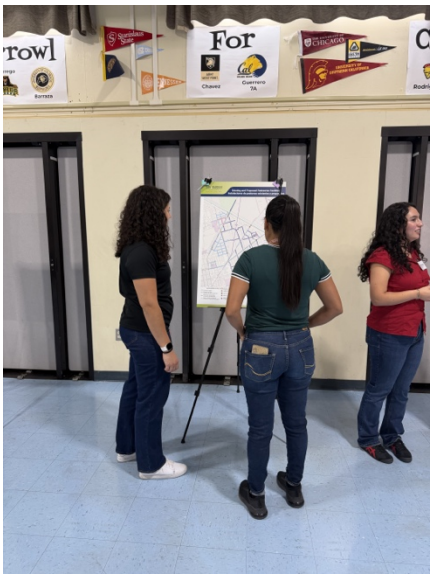
Station 1: Welcome / Project Introduction

Station 1 offered attendees a quick orientation to the project. A bilingual fact sheet board covered why the plan is needed, the project area, the timeline, and how the evening's feedback would be used, and recapped what earlier engagement had revealed: how residents get to school, work, food, and health care, their concerns about safety and affordability, and the neighborhood's land-use context.

Station 2: Bike and Pedestrian Facilities Input Boards

Two maps anchored this station. The Existing and Proposed Pedestrian Facilities map laid out recommended sidewalks, shared-use paths, and crossing improvements like flashing crosswalk beacons, new signals, and railroad-crossing upgrades, including a future pedestrian friendship bridge connecting to Garden Acres.

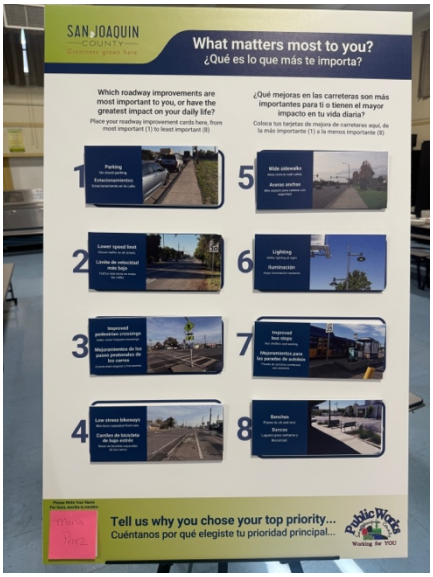
The Proposed Bicycle Facilities map showed recommended Class II bike lanes, Class III bike routes, and shared-use path connections, including a future rails-to-trails corridor. Attendees marked up both boards directly with sticky notes.



Community member reviewing Station 2 with the project team

Station 3: Roadway Improvement Priority Ranking (Activity Station)

Using foam-core cards for improvements like parking, lower speed limits, pedestrian crossings, low-stress bikeways, wide sidewalks, lighting, bus stops, benches, undergrounding utilities, public art, and roundabouts, each attendee ranked their top 8 priorities in order, leaving the rest unranked.



Completed roadway improvement priority ranking board at Station 3

Station 4: Community Vision / General Feedback

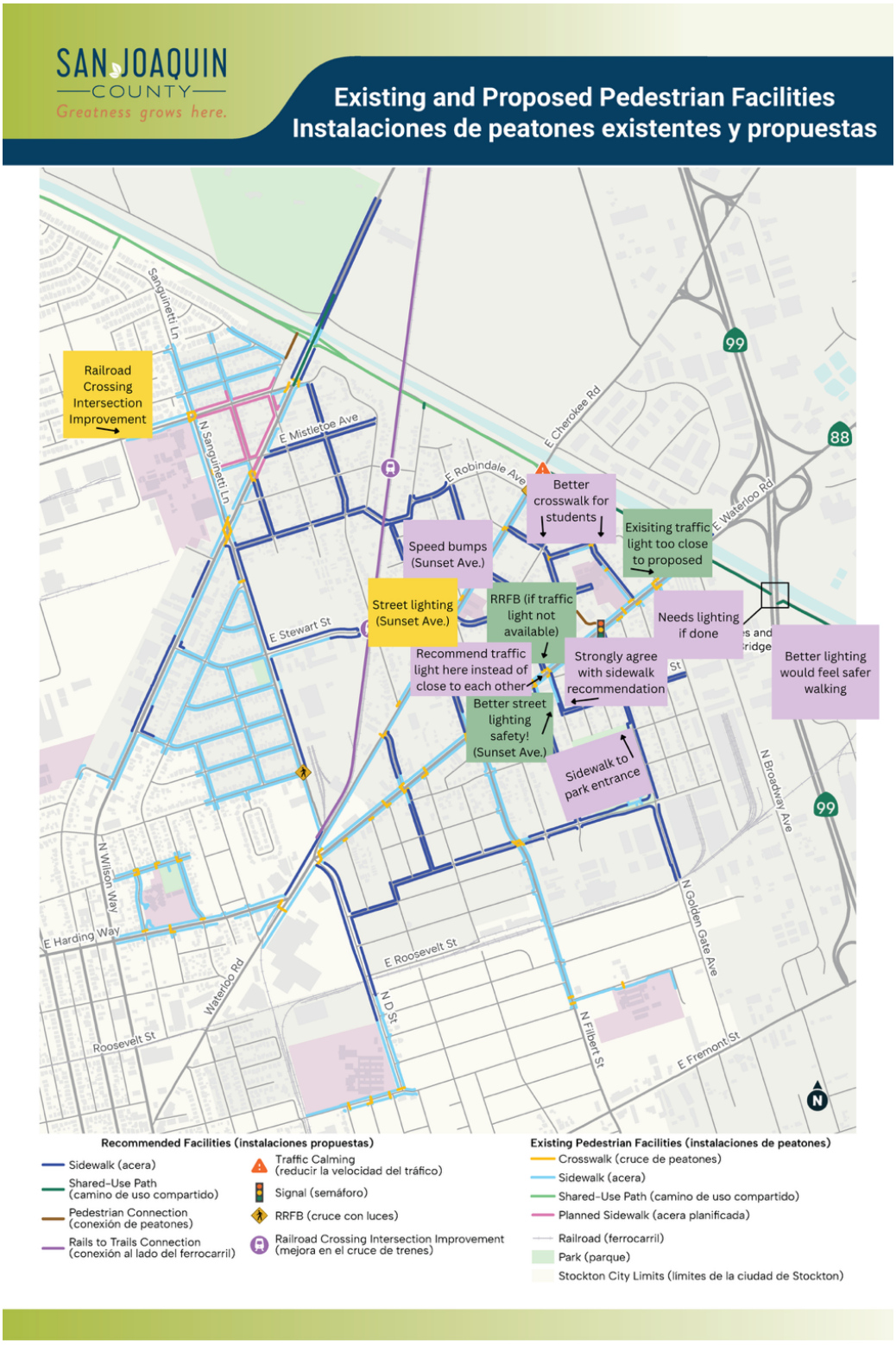
The closing station made room for broader, open-ended feedback. A community heat map invited attendees to flag locations where they feel unsafe traveling, along with other opportunities, concerns, or ideas across the August neighborhood, while comment cards captured more detailed written thoughts.

Community Feedback and Comment Cards

Station 2 Feedback: Bike and Pedestrian Facilities

Existing and Proposed Pedestrian Facilities (Participant Comments):

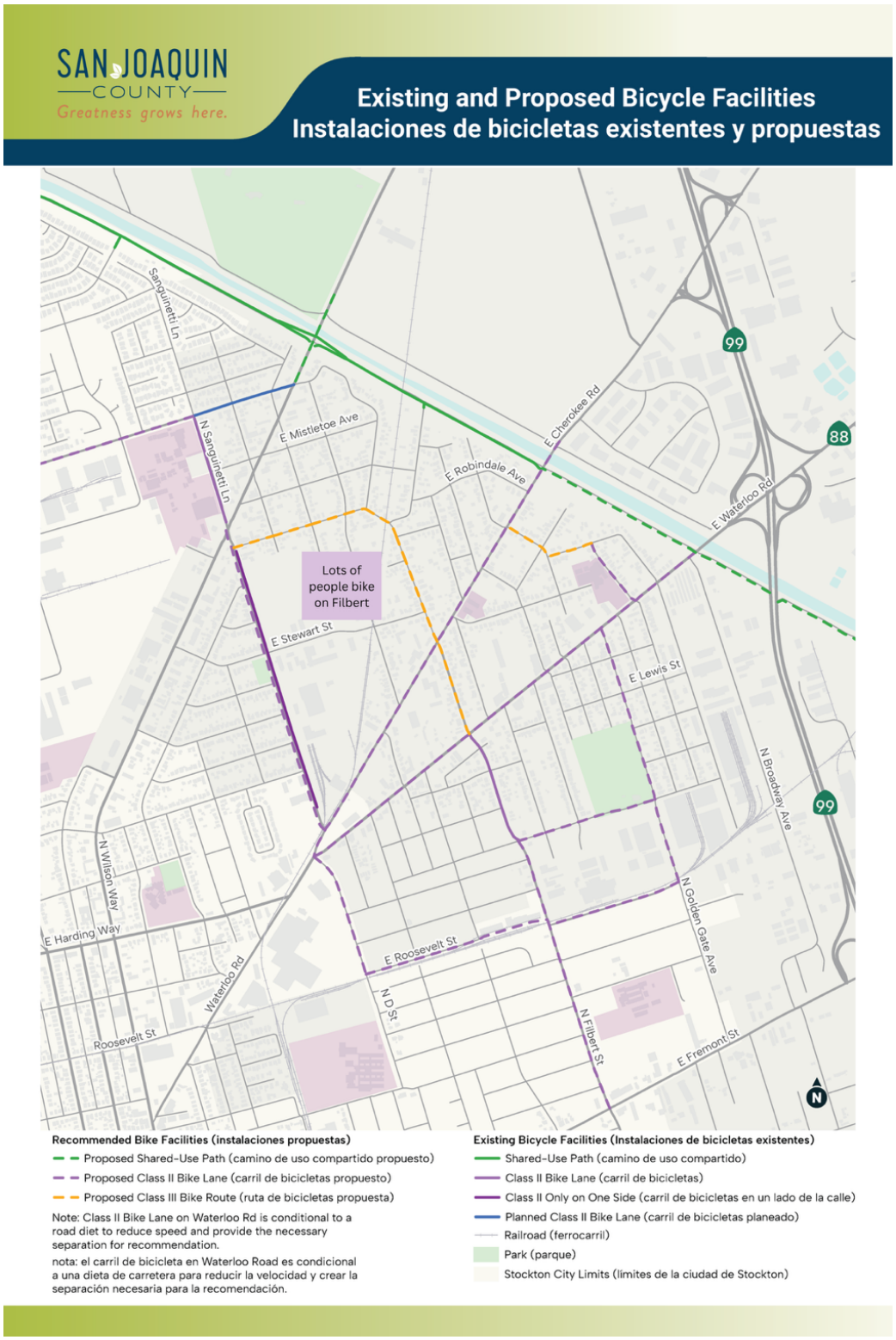
- Railroad Crossing Intersection Improvement
- Speed bumps (Sunset Ave.)
- Street lighting (Sunset Ave.)
- Better crosswalk for students
- Existing traffic light is too close to proposed
- Flashing crosswalk beacon (if a traffic light is not available)
- Recommend traffic light here instead of close to each other
- Needs lighting if done
- Strongly agree with sidewalk recommendation
- Better street lighting safety! (Sunset Ave.)
- Sidewalk to park entrance
- Better lighting would feel safer walking



Feedback from Station 2: Pedestrian Facilities

Existing and Proposed Bicycle Facilities (Participant Comments):

- Lots of people bike on Filbert



Feedback from Station 2: Bicycle Facilities

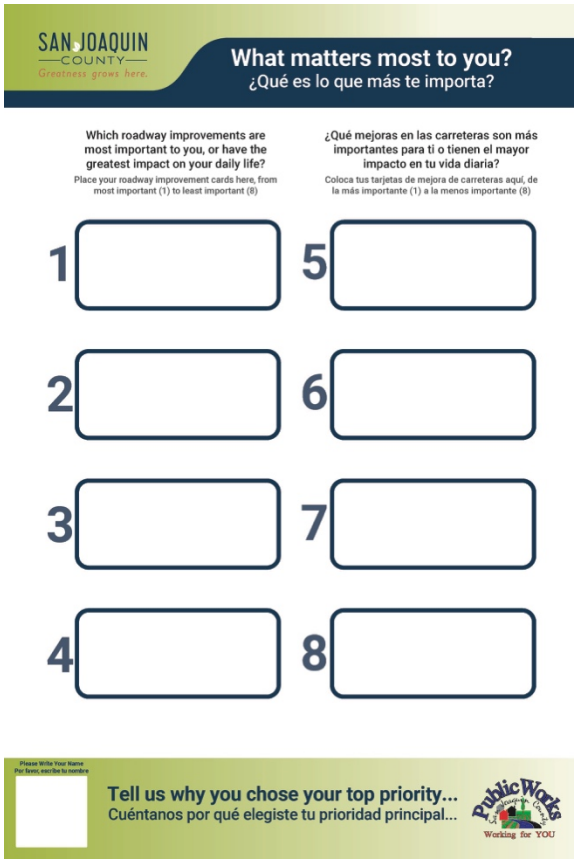
Station 3 Feedback: Roadway Improvement Priority Ranking

Twelve of the 45 attendees took part in the ranking activity, voting individually or by household.

Lighting was the clear top priority**, named the #1 concern by 5 of the 12 participants (42%), more than any other option.** Improved pedestrian crossings **followed as the second-most-common top choice (3 participants), and** wide sidewalks **were the top pick for 2 participants.** Low-stress bikeways **and** on-street parking **each received one top-priority vote, rounding out the top choices.**

Notably, no family ranked public art, underground utilities, lower speed limits, roundabouts, benches, or improved bus stops as their single highest priority; however, several placed these mid-ranking, suggesting they're still valued, just behind more immediate safety and visibility concerns.

For more details, see Appendix A.



Station 3: Roadway Improvement Priorities



Community member voting on their priorities for roadway improvements

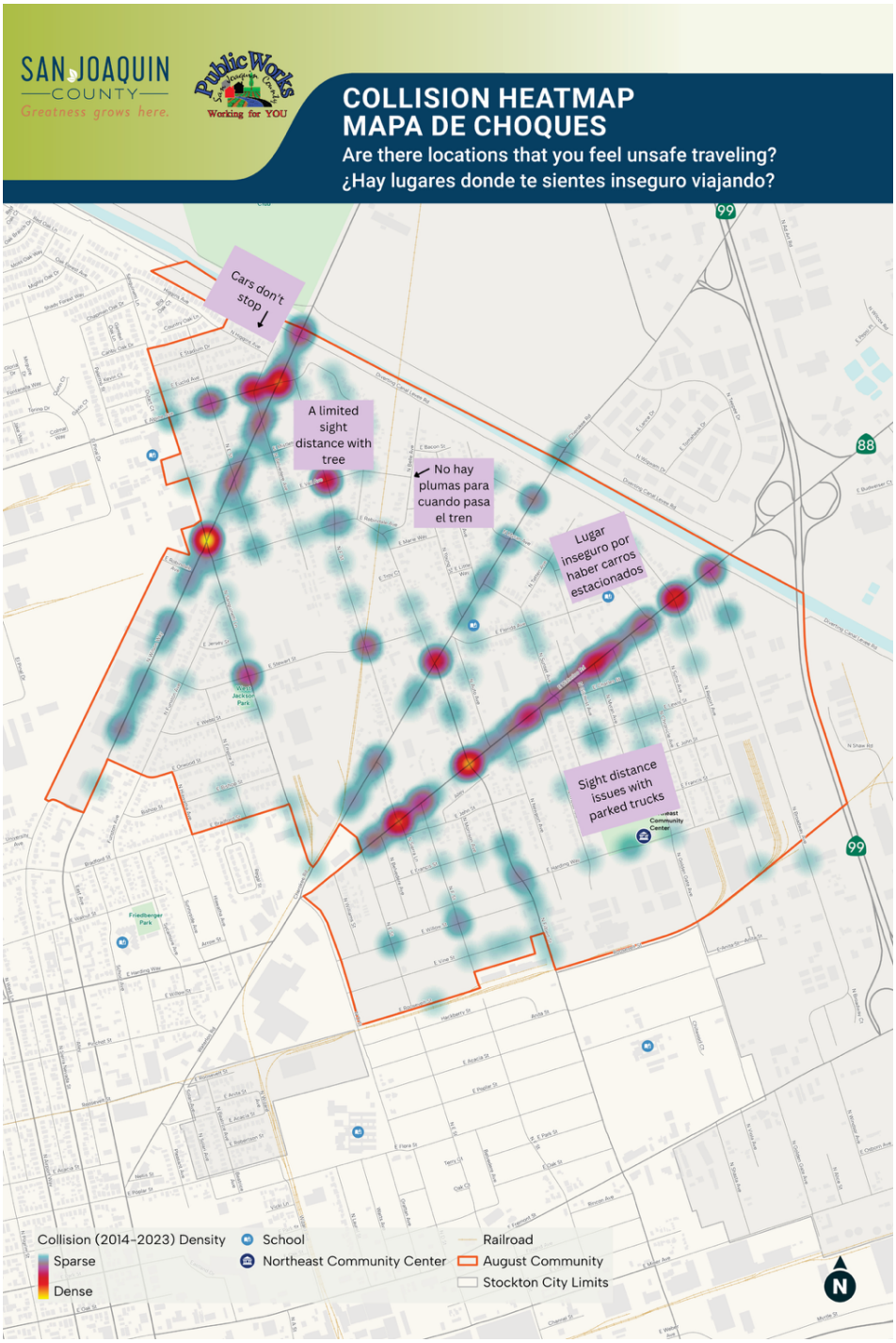
Station 4 Feedback: Community Vision / General Feedback

At Station 4, attendees used the community heat map to flag specific safety concerns and shared broader input through written comment cards, both captured below.

For the heat map, the guiding question was: *Are there locations that you feel unsafe traveling?*

Participant Comments:

- Cars don't stop
- A limited sight distance with tree
- No hay plumas para cuando pasa el tren [There are no railroad crossing arms for when the train passes]
- Lugar inseguro por haber carros estacionados [Unsafe place because of the parked cars]
- Sight distance issues with parked trucks



Station 4: Collision Heatmap

Beyond the map, attendees also submitted the following written comment cards with more detailed feedback:

Card 1 — *Comment: How about relocating the current overhead electrical to underground? That would be safer. If updating sidewalks, might as well propose a better drainage system, paint new divider lanes / add a layer of asphalt to streets surrounding schools.*

Card 2 — *Comment: It's a go on sidewalks for Sunset Ave. Although no one stops at the Sunset-Lewis stop sign. How about strategically placed speed bumps to slow that traffic before making that turn? Also, how about proposing sidewalks connecting the small streets to the park by Sunset. Add more street lighting along those proposed sidewalks. Instead of adding that proposed signal on Waterloo, reposition it between the two existing ones. I feel it's too close to the existing ones. Place it between the existing two.*



Community members voting on their roadway improvement priorities

Card 3 — *Comment: [A Tracy resident commented] I worked with the Regional Climate Collaborative by SJCOG as a Community Advisory Board member, and I am now helping Tracy with its sustainability through the Environmental Sustainability Commission. I was glad to help the Sustainable Neighborhood Plan reach its final draft, and I have invited SJCOG to present this to the Commission. I would love to connect with you all further and possibly even arrange a workshop as you have in Stockton in Tracy!*

Card 4 — *Comment: More street lighting on Sunset Ave and Lewis St. I see many families and children walk in the evenings, and the street lighting is very poor. Speed check after the existing freeway, because cars are flying out of the freeway. Proposed sidewalks on Sunset Ave are a go. Community needs updated underground utilities and an upgraded drainage system. Streets flood during the rainy season.*

Card 5 — *Comment: Sidewalks on all streets around the school within a mile radius. Speed bumps on Waterloo coming from the freeway. Newer paint on all streets within a mile radius around the school.*

Family-Friendly and Inclusive Environment

The workshop continued to be designed as family-friendly and accessible, which supported strong participation. The open-house format, bilingual materials, food, and staff support that made Workshop #1 successful carried over to Workshop #2, hosted again at August Elementary, and helped a broad cross-section of the August community participate on their own schedule.

Awareness

To notify residents and community members ahead of Workshop #2, the project team, comprised of San Joaquin County Department of Public Works, Fehr & Peers, and AIM Consulting, carried out a multi-pronged, bilingual community awareness campaign in the weeks leading up to the event.

The AIM public engagement team conducted three rounds of email outreach via Constant Contact ahead of the September 2 meeting: an initial send to the project's existing database on August 12, a one-week reminder on August 26, and a final reminder the day before the workshop. AIM also conducted outreach to community-based organizations, schools, faith-based organizations, social service providers, city agencies, and underrepresented-group contacts across San Joaquin County, asking each to share workshop details through their own e-newsletters, social media, and websites; this outreach ran from August 13 through September 2, with repeat touchpoints on August 13, 19, and 31. To maximize visibility, the project team sent mailers to local residents three weeks before the workshop.

The team also posted workshop information to San Joaquin County's community calendars in mid-August to increase visibility ahead of the event and launched a Facebook/Instagram paid advertisement on August 12. Workshop details were shared across more than 30 local Stockton and San Joaquin County community Facebook groups beginning that same day, with an additional round of group postings on August 20 and reminder posts on August 29. Additionally, the engagement team distributed flyers throughout the project area on August 18, about two weeks before the meeting.



Flyer delivery to local businesses and organizations in August (left and right)

Next Steps

Feedback collected at Workshop #2 will be combined with input from Workshop #1 to help the project team confirm the community's top-priority improvements, refine the concept designs, including the Waterloo Road cross sections and new bike and pedestrian routes, and prepare the Draft and Final Plan.

The County anticipates returning to the community this fall with a full draft plan for public review, followed by final adoption and an implementation roadmap. Residents can continue to share feedback anytime through the project's Social Pinpoint page (fp.mysocialpinpoint.com/august-sustainable-community-plan) or by contacting Marilissa Loera (mloera@sjgov.org, (209) 468-3085).



Project Timeline

Appendix A: Roadway Improvements Voting Matrix

Participant #	Rank 1 (Top choice)	Rank 2	Rank 3	Rank 4	Rank 5	Rank 6	Rank 7	Rank 8 (Least important)
1	Improved pedestrian crossings	Lower speed limit	Underground overhead utilities	Lighting	Wide sidewalks	Low stress bikeways	Public art	Roundabouts
2	Improved pedestrian crossings	Lower speed limit	Lighting	Parking	Improved bus stops	Wide sidewalks	Low stress bikeways	Underground overhead utilities
3	Improved pedestrian crossings	Wide sidewalks	Lighting	Parking	Lower speed limits	Low stress bikeways	Improved bus stops	Public art
4	Lighting	Improved pedestrian crossings	Parking	Underground overhead utilities	Improved bus stops	Wide sidewalks	Benches	Low stress bikeways
5	Lighting	Roundabouts	Wide sidewalks	Improved pedestrian crossings	Public art	Low stress bikeways	Underground overhead utilities	Lower speed limit
6	Lighting	Wide sidewalks	Parking	Lower speed limit	Roundabouts	Underground overhead utilities	Improved pedestrian crossings	Improved bus stops
7	Lighting	Lower speed limit	Improved pedestrian crossings	Wide sidewalks	Low stress bikeways	Underground overhead utilities	Parking	Improved bus stops
8	Lighting	Wide sidewalks	Underground overhead utilities	Improved pedestrian crossings	Lower speed limit	Roundabouts	Low stress bikeways	Parking
9	Low stress bikeways	Improved pedestrian crossings	Wide sidewalks	Improved bus stops	Lighting	Parking	Roundabouts	Public art
10	Parking	Lower speed limit	Improved pedestrian crossings	Low stress bikeways	Wide sidewalks	Lighting	Improved bus stops	Benches
11	Wide sidewalks	Improved pedestrian crossings	Low stress bikeways	Parking	Public art	Lighting	Underground overhead utilities	Lower speed limit
12	Wide sidewalks	Improved pedestrian crossings	Lower speed limit	Lighting	Improved bus stops	Low stress bikeways	Underground overhead utilities	Public art