

Cayuga Slow Street Upgrades & Green Infrastructure Project

Outreach Summary
June 2026

Cayuga Slow Street Project
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Key Takeaways

- Over 165 individual comments received during the open house period, with 75% of survey respondents offering comments in support of hardened daylighting and rain garden upgrades. Also, there was strong support to improve pedestrian safety at the Ottawa/Alemaney intersection.
- Cayuga Slow Street is widely used as a safe route to school and to avoid nearby arterials, but concerns persist around intersection visibility, speeding cross-traffic, and parking/loading in school zones.
- Staff modified the design in response to community feedback – including reducing the rain garden footprint at Ocean/Cayuga to minimize parking impacts and adding turn-calming at Geneva/Cayuga.
- Project team will continue in addressing questions and concerns around maintenance. SFPUC will manage long-term maintenance of all green infrastructure locations. SFMTA is currently exploring multiple leads for community-led greening efforts. Local stewardship groups may provide supplemental care—particularly at Cayuga Slow Street daylighting locations
- Slow Street upgrades will be implemented in a phased approach along the corridor. The SFMTA will deliver near-term improvements to the Cayuga Slow Street in late 2026 through 2027, including daylighting islands, an upgraded Geneva Avenue traffic diverter, revised Slow Street signage, and other traffic-calming and speed-reduction measures
- While this work is underway, approved rain-garden locations will move into detailed engineering. During this phase, the SFPUC team will address technical-feasibility questions and refine site-specific designs ahead of the estimated 2028/2029 construction start. There will also be opportunities for public feedback.

Project Background

Since 2024, the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Public Utilities Commission (SFPUC) have partnered on technical analysis, conceptual planning, and community outreach to develop coordinated pedestrian safety, traffic-calming, and green infrastructure (GI) improvements along Cayuga Avenue Slow

Street and its key connections. This work supports a safer, greener, and more accessible Cayuga corridor and surrounding neighborhood routes.

This summary focuses on the community engagement portion of the project, including key themes, how feedback informed the recommended design, and next steps.

Outreach Summary

Public outreach for this project took place over roughly a year and a half and unfolded in three main phases. Each phase built on the last—broadening who we heard from, deepening relationships, and ultimately gathering detailed feedback on proposed designs. A complete list of tabling events, meetings, workshops, and community activities conducted during this phase is provided in Appendix A of this summary report.

- [Early 2025](#) – Early outreach and expanding community stakeholder groups
- [June 2025 to February 2026](#) – Ongoing outreach and relationship-building
- [March to May 2026](#) – Open house period to share project proposals and gather feedback

Early 2025

During this phase of outreach, the project team re-engaged community stakeholders involved in the initial Cayuga Slow Street project and expanded engagement to additional community groups and individuals. Staff conducted presentations and meetings with several community based groups, the D11 office, as well as representatives from SFUSD. These conversations focused on listening to concerns, gathering general feedback and introducing the partnership between the SFMTA and SFPUC.

Project staff heard general support for focused safety and greening improvements along Cayuga and nearby, including a desire for more robust Slow Street signs, daylighting, crosswalks, & additional traffic calming. Comments and concerns shared with project staff during this initial outreach phase included:

- General concerns about parking in District 11 neighborhood
- Cross-street traffic (speeds and volumes, plus ineffective speed cushions and low compliance with stop signs)
- Green infrastructure feasibility
- School traffic and upcoming campus construction activities
- Delano resident concerns from Geneva diverter
- Feasibility of proposed Ocean/Cayuga changes

June 2025 – February 2026

This phase of engagement focused on informational tabling and pop-ups to expand project reach, attending community meetings, and building relationships with key stakeholder groups. These groups included nearby schools, PODER's *Jóvenes Poderosos*, A Living Library's Work Crew, and Hawk Creek Farm. The team also made efforts to reach adjacent residents at the proposed green infrastructure locations, including posting on-site information posters with project details and a QR code for community members to learn more.

Along with introducing the project scope and building new connections, the team gathered general feedback on the traffic safety measures and green infrastructure improvements being considered along Cayuga and key cross streets. Overall, there was broad support for the potential measures. Many participants also expressed enthusiasm for greening opportunities along Cayuga Slow Street and interest in helping shape site-specific rain garden designs. Key concerns raised during this phase included:

- Ocean Avenue / Cayuga Avenue
 - Range of perspectives on early proposals
 - Differences largely tied to priorities around safety, stormwater management, and access
- Cross-Street Traffic
 - Concerns about vehicle speeds and stop-sign compliance at key intersections (e.g., Niagara, Tingley)
- Parking Impacts
 - Parking did not emerge as a primary concern during this phase of outreach
 - Additional outreach with adjacent residents is recommended to identify any remaining issues, especially near rain garden locations

March 2026 - May 2026

The final phase of outreach centered on sharing the draft project proposals for the public to provide feedback. The project team reached **over 200 community members** through pop-ups, in-person events, a virtual open house and survey, a walking tour, bike rides, and meetings with neighborhood organizations.

Overall, participants expressed support for the Slow Street upgrades and green stormwater infrastructure during the open house period. Community members also shared a range of feedback, including requests for more **robust traffic-calming measures** on and near Cayuga, **concerns about greening and rain-garden maintenance**, and focused attention on **parking impacts**, particularly near Ocean/Cayuga. A more detailed summary of survey responses and key themes from this phase is provided below.

Survey Feedback

- 67% felt the proposals did a good job balancing safety, stormwater management, and parking
- 75% supported **hardened daylighting**, including greening opportunities
- 75% supported **green infrastructure** along Cayuga and nearby streets

Key Open House Themes

Over the open house period, the team received **165 comments** across in-person events, email, phone calls, and the virtual survey. After reviewing all input, staff conducted a comment analysis to identify the most common themes shared by community members during this phase. Additional feedback that was more site-specific or one-off was also reviewed and considered to ensure all perspectives were captured prior to staff recommending the final design. Below is a summary of the most common feedback and issues raised:

Requests for additional traffic-calming measures — particularly at cross streets along and near Cayuga, and school zones

- Tingley — Speeds and stop-sign compliance issues
- Delano — Speeds and stop-sign compliance issues
- Tingley / Alemany — Concerns about left turns onto Alemany
- Geneva / Cayuga — Right-turning vehicles and visibility of cyclists traveling westbound on Geneva
- Seneca/San Jose- Pedestrian safety concerns at T intersection
- Drop off/Pick up challenges, specifically along Cayuga between Seneca and Onondaga

Parking concerns at some of the proposed rain garden locations

- Ocean / Cayuga — Concerns were raised about additional parking constraints in an area where on-street parking is already limited and supports nearby businesses, residences, and apartment complexes
- Alemany / Ottawa / Huron — Community feedback showed strong support for the proposed pedestrian-safety measures and rain gardens. Some concerns were also raised about existing parking challenges in the area, particularly during church events.

Rain garden selection process & site design

- There was strong support for incorporating trees and large shrubs into the rain garden planting palette, along with interest in additional amenities and seating.
- Participants expressed enthusiasm for having the rain gardens offer a sensory experience for the neighborhood, including the use of pleasant-smelling native plants.
- Some participants raised questions about how the site design would remain welcoming while avoiding unintended consequences, such as increased dumping.

- Others requested geotechnical detail from staff, including whether water-table depth and localized flooding were considered in the site selection analysis.

Maintenance and stewardship of the rain gardens

- Some confusion about whether a formal maintenance plan is in place to care for the rain-garden locations.
- Suggestions that, in addition to City maintenance agreements, staff explore partnerships with community groups or nearby residents to help steward greening along Cayuga, complementing SFPUC's more formalized rain garden maintenance program.

Project Modifications Based on Feedback Received

Additional Traffic Calming along Cayuga and Nearby

Based on community support for additional traffic-safety measures, project staff will add turn calming at Geneva/Cayuga to improve safety and visibility for cyclists waiting to cross Geneva. Traffic-calming needs along Tingley and Delano will be referred to the Traffic Calming Program for review and potential implementation.

Left Turn Ban at Tingley/Alemaný

Project staff recommend a left-turn ban at Tingley/Alemaný to improve safety at this intersection. This change will be coordinated with the planned Alemaný/Cotter signal upgrade scheduled for 2028.

Changes to Ocean/Cayuga Proposal

In response to community feedback, the project team reduced parking impacts by removing the northwest rain garden/bulb-out at Cayuga and Santa Ynez, while still meeting stormwater capture goals and pedestrian-safety objectives. The revised design still includes new curb ramps and a northside crosswalk.

School Zone Needs

School-zone needs identified during general outreach and the Balboa/Denman Walk Audit will be documented within this project and referred to the School Safety Program for review and recommendations in the audit's final report. These include a Rapid Rectangular Flashing Beacon (RRFB) at San Jose/Seneca, revisiting loading needs at Balboa High, and additional traffic-calming measures.

Ongoing Engagement & Communication

General confusion about rain garden maintenance highlighted the need for clearer, on-the-ground communication with community members. The project team will strengthen maintenance-related communication through detailed design and construction. The SFPUC will be responsible for long-term maintenance and operations of all green infrastructure locations.

Local stewards in the project area are also expected to provide supplemental care—particularly at hardened daylighting locations along Cayuga Slow Streets—where community members are interested in adding and sustaining additional greening. This stewardship effort is still developing, and project staff will collaborate with community groups to identify priority locations prior to implementation.

SFPUC will incorporate community comments related to rain-garden locations into the detailed design process. During detailed design, the project team will address technical feasibility questions and continue engaging with community stakeholders to review site-specific elements and gather additional input.

Next Steps

The project team plans to bring the recommended design to the SFMTA engineering public hearing this June, followed by the SFMTA Board approval process for the proposed speed-limit reduction and bus-zone extension at the Cayuga/Ocean intersection.

Once approved, near-term Cayuga Slow Street upgrades will begin in 2027/2028, including daylighting islands, an upgraded Geneva Avenue diverter, revised signage, and additional traffic-calming measures. During this period, the approved rain garden locations will move into detailed engineering—with further opportunities for public input—before construction begins in 2028/2029.

Appendix A: Detailed List of Outreach Activities

Early 2025

Meetings & Presentations

- District 11 Supervisor's Office
- New Mission Terrence Improvement Association (NMTIA)
- Slowyuga
- Cayuga Neighborhood Improvement Association (CNIA)
- Excelsior Collaborative
- PODER's Jóvenes Poderosos – Youth Watershed Group
- A Living Library
- San Francisco Unified School District
- Daring Faith Centre.

June 2025 – February 2026

Communications

- Summer 2025 Project Update email update sent to project list serve and community stakeholders, as well as posted on project webpage

Tabling & Pop-Ups

- James Denman History Night
- Slowyuga Block Party
- Excelsior Sunday Streets
- Cayuga Park
- Hawk Creek Community Workday

Meetings & Presentations

- SFUSD (Denman Middle School, Balboa High School, City Leadership)
- District 11 Supervisor's Office
- Daring Faith Church
- Addis Kidan Church
- A Living Library
- NMTIA
- Hawk Creek Farm
- PODER's Jóvenes Poderosos – Youth Watershed Group

Community Workshops & Events

- CNIA (Addis Kahn Church, 2525 Alemany) – Project overview and design workshop
- PODER Youth Watershed Ride 2025
- Jóvenes Poderosos PODER/MTA/PUC Skill Shares:
 - Walking Tour
 - Introduction to SFMTA and SFPUC
 - What is Green Infrastructure?
 - Slow Street Introduction & Design Toolkit

Door-Knocking & On-Site Postering

- Distribution of QR-code posters at proposed GI locations
- Staff knocked on residents' doors adjacent to the rain garden locations to introduce the project

March 2026 - May 2026

Communications

- Multilingual mailer sent to over 8,000 addresses within project area to provide project information and promote open house period
- March 2026 Project email update sent to project list serve and community stakeholders as well as posted on project webpage
- Social media postings on SFMTA Facebook, X, and WhatsApp promoting open house period

Open House Period (March 15 to April 30)

- Hawk Creek Farm Pop Up (203 Cotter)
- Open House events (in-person)
 - Cayuga Playground Community Room
 - Excelsior Public Library
- Virtual Open House & Survey
- Denman & Balboa HS Walking Tour/Audit

Community Events

- Lunar New Year Ocean Avenue Celebration
- PODER Youth Watershed Ride 2026

Meetings & Presentations

- SFUSD (Denman Middle School, Balboa High School, San Miguel Preschool)



- Other schools (City Leadership)
- District 11 Supervisor's Office
- Excelsior Collaborative
- PODER/Jovenes Poderosos
- CNIA
- Slowyuga
- Daring Faith Church
- NMTIA
- Latino Task Force/Casa de Apoyo
- A Living Library
- Addis Kidan Church