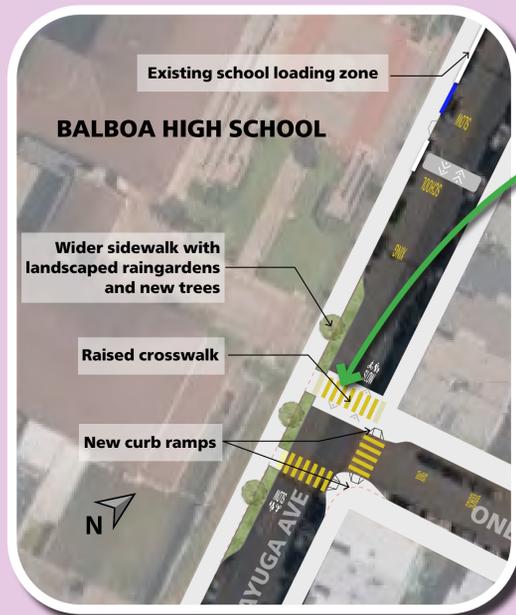


Cayuga Slow Street

A popular slow street that runs parallel to several busy arterials, with access to schools, parks and major transit stops, Cayuga Ave is a great candidate for additional investments in traffic safety and greening.

The SFMTA proposes to upgrade existing safety measures – such as daylighting zones and the median traffic diverter at Geneva - with new concrete islands, some of which could include landscaping.



The project proposes adding a raised crosswalk and green bulbouts (wider sidewalks) at Oneida Ave and Cayuga Ave

Other proposed changes include new sidewalk raingardens and upgraded bus zones at the Cayuga/Ocean intersection, and a reduced speed limit of 15mph for all of Cayuga Ave.



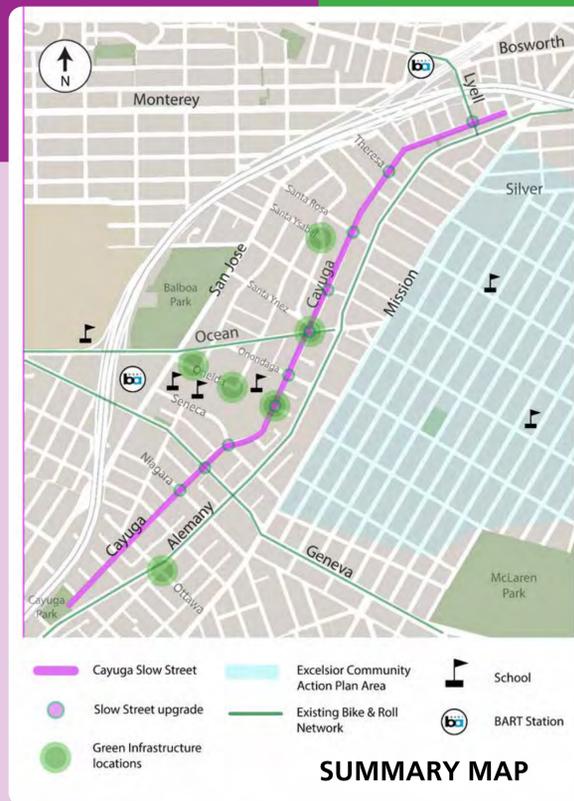
Concrete median diverter islands at Geneva Ave



Daylighting islands with landscaping



Green bulbout(s) and accessibility upgrades



Green Infrastructure

The San Francisco Public Utilities Commission (SFPUC) is working to improve stormwater management in the Upper Islais Creek watershed due to downstream flooding issues. This area includes Cayuga Avenue and surrounding streets – like Alemany Blvd and the I-280 corridor – that sit atop the former creek and its tributaries that have long since been redirected into the city’s combined sewer system.



INTERSECTION OF CAYUGA AVE, OCEAN AVE, SANTA YSABEL AVE: Existing conditions (left) and proposed conditions (above)



The SFMTA and SFPUC have identified two Green Infrastructure (GI) locations to further enhance the Cayuga Slow Street corridor: one at the Ocean Ave/Santa Ynez Ave intersection (shown above) and the other in front of Balboa High School at the Oneida Ave crossing (shown far left).

Since Cayuga is such a narrow roadway, there are challenges to finding additional street space for green infrastructure while still meeting other design objectives. For this reason, several proposed green infrastructure locations are on connecting biking/walking routes and in school zones, places where unique site opportunities exist. These include Alemany Blvd at Ottawa and Huron Ave, as well as the intersection of Santa Ysabel Ave and Capistrano Ave.



INTERSECTION OF ALEMANY BLVD, OTTAWA AVE, HURON AVE: Existing conditions (above left) and proposed conditions (above)

The San Francisco Municipal Transportation Agency (SFMTA) and Public Utilities Commission (SFPUC) have partnered on community engagement and design for traffic safety and green infrastructure along Cayuga Avenue, and at nearby intersections. The proposals you see today are informed by public feedback collected over the past year, as well as technical analysis and design guidelines for slow streets and green infrastructure.

Working together, this proposal offers a great opportunity for the city to deliver on shared priorities: greener, safer, and more resilient neighborhoods, streets, and public spaces.

What is Green Infrastructure?

Green Infrastructure: *Restoring natural processes in our urban landscape*

Green infrastructure restores the natural processes of soils and plants to slow down, clean and route stormwater, keeping it from exceeding the capacity of our sewer system. It transforms "grey" to "green", acting like a sponge to mitigate flooding impacts and support the sewer system.



Did you know?

Neighborhoods with trees, green space, and rain gardens are more resilient to climate change impacts such as flooding from increased rain events. Implemented across our entire city, green infrastructure can support communities adapting to climate change and advancing environmental justice goals.

What would this look like in your neighborhood?

How green infrastructure works



A natural landscape allows water to seep into the soil. Cities have modified the landscape, preventing water from soaking into the ground and instead diverting it into sewer systems.

Green infrastructure acts like a sponge to capture stormwater, restore natural processes, and keep it from exceeding the capacity of our sewer system.



Transform the Storm!

Transform the Storm is a city-wide effort led by the San Francisco Public Utilities Commission (SFPUC) to build and maintain green infrastructure. SFPUC's green maintenance team is responsible for the operations and maintenance of over 200 green infrastructure projects.

We would like to hear your feedback!

Do you have questions or concerns regarding the proposed green infrastructure locations?

Are you supportive of green infrastructure in your neighborhood?

March 2026



Cayuga Slow Street: A Brief History



2021

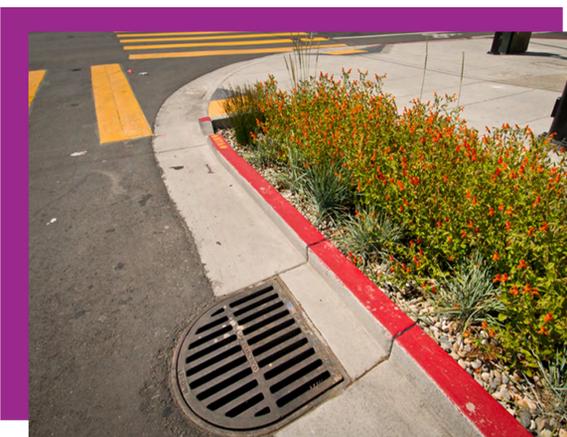
SFMTA adopted Cayuga Avenue into its Slow Street Program, which manages a network of low-stress, shared transportation routes on residential streets. On slow streets, motorized traffic is allowed but de-emphasized in favor of walking, biking/rolling, and other forms of local access.

2023

The SFMTA installed new traffic calming, signage, and turn restrictions (at Geneva Avenue) along the Cayuga corridor to help encourage lower vehicle volumes and speeds.

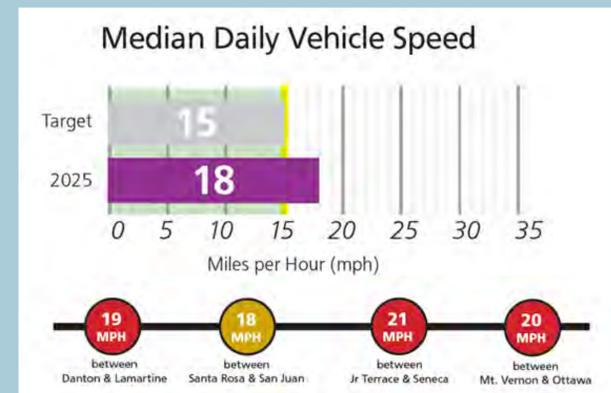
2025

More red “daylighting” zones, or restricted parking at intersections were added to promote pedestrian safety. While initial measures are working generally as intended, issues remain with cross-street and school-related traffic. The SFMTA is also concerned with ongoing maintenance needs for slow street signs and materials.

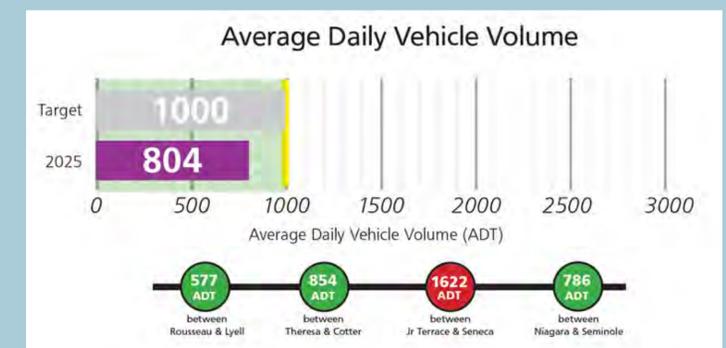


Slow Street Evaluation

The SFMTA collected traffic data along Cayuga Avenue to assess how the Slow Street corridor is performing and to help inform future design proposals.



Average speeds are relatively low but do not meet the Slow Streets Program target of 15 mph or below.



Cayuga generally meets Slow Street traffic volume targets, except around Balboa High School.

Community Outreach

Since early 2025, the SFMTA and SFPUC have partnered on community engagement to develop an integrated proposal for traffic safety and green infrastructure along Cayuga Avenue, and several nearby intersections. The proposals you see today are informed by public feedback collected over the past year, as well as technical analysis and design guidelines.

Engagement

Supervisor Chen's Office, NMTIA, Slowyuga, CNIA, Excelsior Collaborative, PODER, A Living Library, SFUSD, Daring Faith Church, and others

- Community Meetings
- School outreach with focus on Balboa-Denman-San Miguel schools
- Jóvenes PODER-osos Youth Program Rides & Skillshares
- Door to Door near green infrastructure locations
- Tabling/pop-up events along or nearby Cayuga
- Online Survey & Mailers



Bici Del Pueblo & Jóvenes PODER-osos
2025 Watershed Ride



Tabling at James Denman
Middle School

What We Heard So Far

General support for more robust safety measures and greening at busier intersections and near school zones. Key themes shared include

- Concerns of parking impacts of proposed changes
- Slip-lane removal at Cayuga & Ocean
- Cross-street traffic patterns (speeds, volumes, and compliance)
- Green infrastructure feasibility and potential for seating/activation
- School traffic and upcoming campus construction at Denman/Balboa

"Please create a permanent concrete barrier on Geneva at Cayuga. Cars continue to make illegal turns onto Cayuga." - Comment received at Slowyuga Block Party

"I am deeply concerned about school-children and pedestrian safety. Poor visibility caused by double parking, aggressive driving, and congestion creates unsafe crossing conditions."
- Recent comment from a Cayuga Ave resident, submitted via 311

"We already replaced pavement with soil and plants at the front and back of our house - we'd love to see that happen across the neighborhood!"
- Comment received from Cayuga Ave resident

"Green infrastructure at Cayuga and Ocean sounds good for people waiting for the bus. Make MUNI stop more comfortable and activate space similar to lively bus stops at San Miguel Leadership School and City High School." - Comment received by email

Cayuga Slow Street Upgrades Toolkit

median islands

protected spaces in the center of the roadway that can improve comfort and safety for those crossing the street.



raised crosswalks

similar to speed humps, helping reduce vehicle speeds and increase the visibility of people crossing the street



speed reduction

speed limit reduction (to 15mph) to further encourage slow vehicle speeds along the Cayuga Slow Street



hardened diverter

concrete island that reduces cut-through traffic, improves visibility, and creates a more comfortable space for people biking and rolling



painted safety zones

painted curb extensions that improve pedestrian visibility, shorten crossings, and slow turning vehicles



daylighting islands

concrete islands at approaches to crosswalks to improve visibility and offer opportunities for greening



Green Infrastructure



green bulb-outs

extend the sidewalk to slow traffic, shorten pedestrian crossings, improve visibility, and capture and treat stormwater



rain gardens

use plants and soil to absorb stormwater from streets, roofs, and parking lots, reducing runoff into our sewer system.

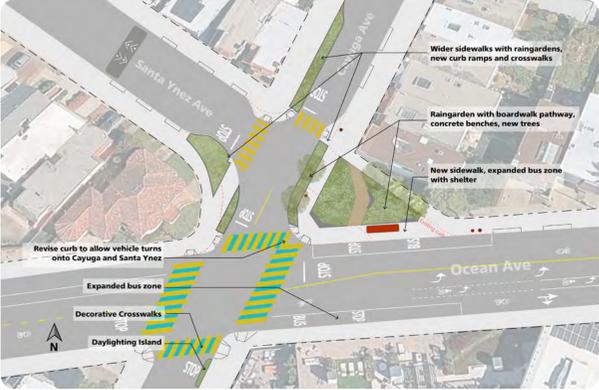


permeable paving

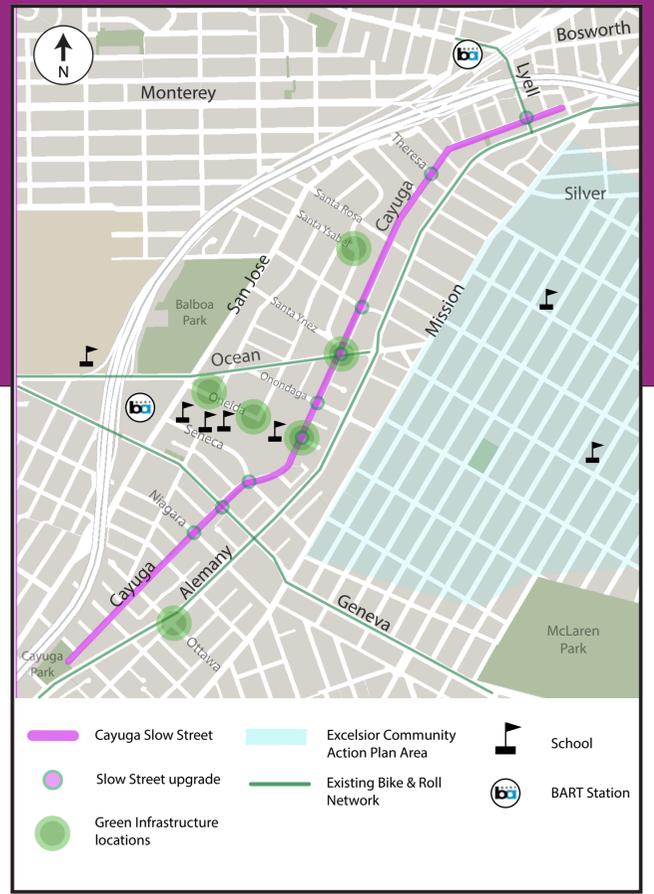
allows stormwater to soak into the ground, reducing runoff into our sewer system.

Would the proposed changes make you feel safer and more comfortable when traveling to or along Cayuga Slow Street?

Cayuga at Ocean Ave/ Santa Ynez Ave



Close the small slip lane on Santa Ynez east of Cayuga and replace it with a rain garden and an expanded bus zone for the 29 and 49; convert daylighting areas into sidewalk rain gardens and create shorter, more accessible crossings at Cayuga and Santa Ynez.



Existing Measures



slow street paddles



painted safety zones and community planters

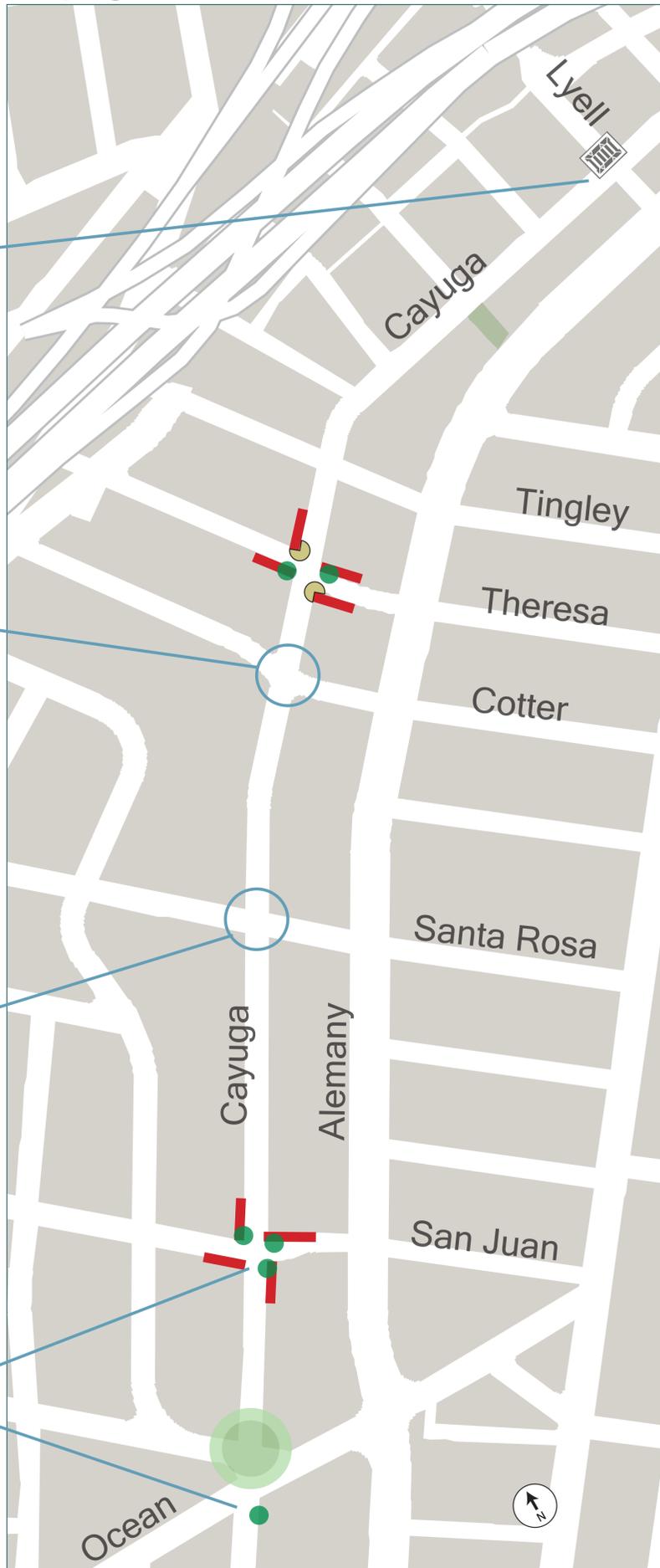


daylighting



slow street paddles

Cayuga from Ocean to Lyell



Proposed Upgrades



reduced speed limit (to 15mph) to further encourage slow vehicle speeds along the entire Cayuga Slow Street



raised crosswalks similar to speed humps, helping reduce vehicle speeds and increase the visibility of people crossing the street



painted safety zones painted areas at corners that increase the visibility of pedestrians, shortens crossing distance and encourages slower turning speeds at intersections



new daylighting painted red zones that improve safety at intersections by creating a better line of sight between people driving and people in crosswalks

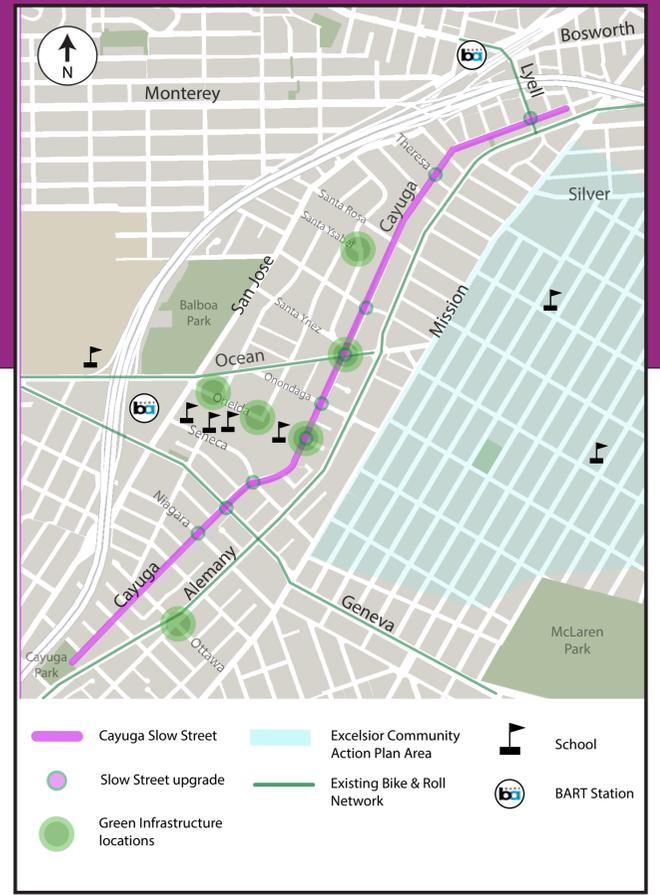


hardened daylighting concrete islands at approaches to crosswalks to improve visibility and offer opportunities for greening

Would the proposed changes make you feel safer and more comfortable when traveling to or along Cayuga Slow Street?

Oneida Ave - Denman MS School Zone

Expand and convert existing daylighting zones to wider sidewalks at the Delano and Otsego crosswalks; rebuild portions of sidewalk/roadway to include underground stormwater storage.



Existing Measures



slow street wayfinding



slow street paddles and traffic calming

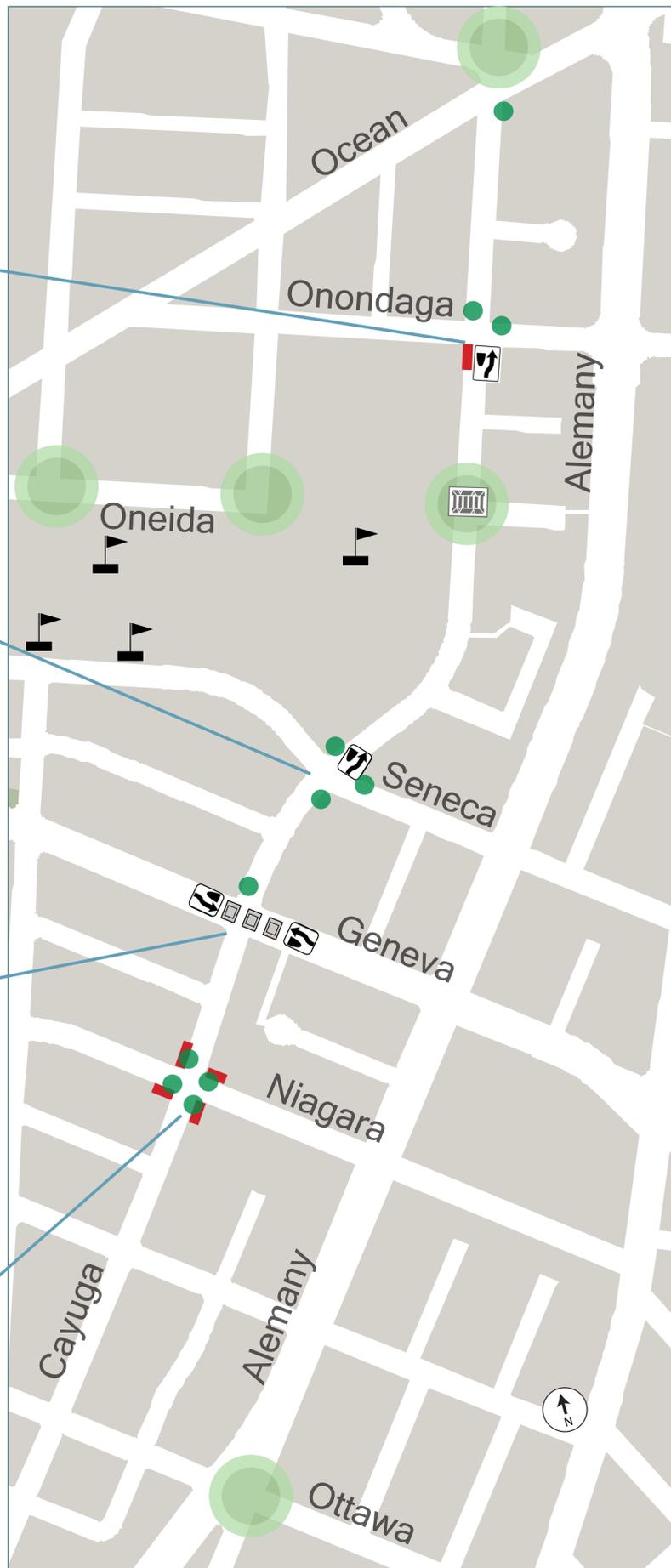


median diverter with flex posts



slow street paddles

Cayuga from Niagara to Ocean



Proposed Upgrades



reduced speed limit (to 15mph) to further encourage slow vehicle speeds along the entire Cayuga Slow Street



raised crosswalks similar to speed humps, helping reduce vehicle speeds and increase the visibility of people crossing the street



median islands protected spaces in the center of the roadway that can improve comfort and safety for those crossing the street



hardened diverter concrete island in the intersection that reduces cut-through traffic, improves visibility, and creates a more comfortable space for people biking and rolling

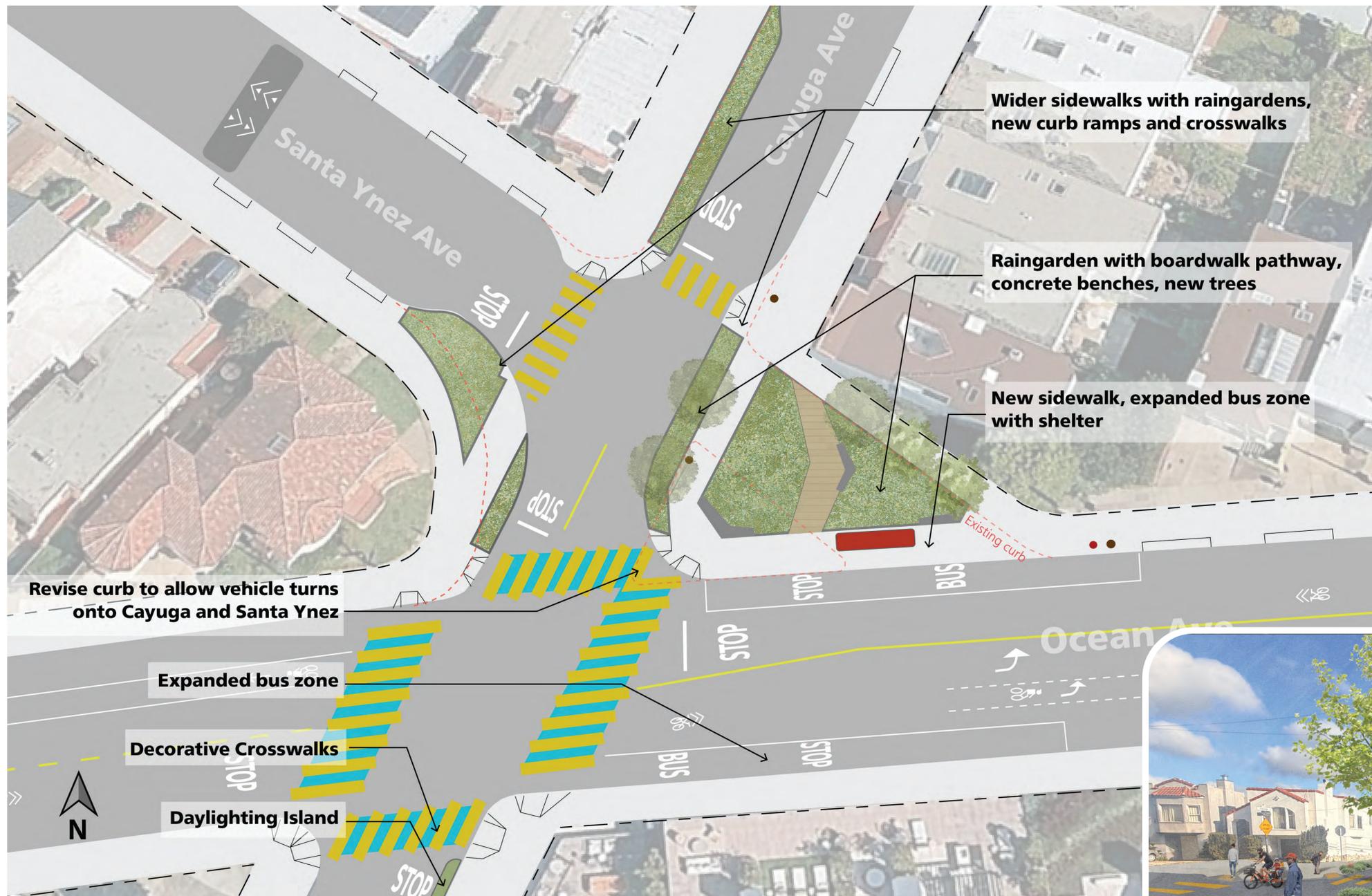


new daylighting painted red zones that improve safety at intersections by creating a better line of sight between people driving and people in crosswalks



hardened daylighting concrete islands at approaches to crosswalks to improve visibility and offer opportunities for greening

Cayuga Ave at Ocean Ave / Santa Ynez Ave



Existing conditions, looking west from Ocean Avenue to Santa Ynez/Cayuga



Existing conditions, looking north from Ocean Avenue to Cayuga/Santa Ynez



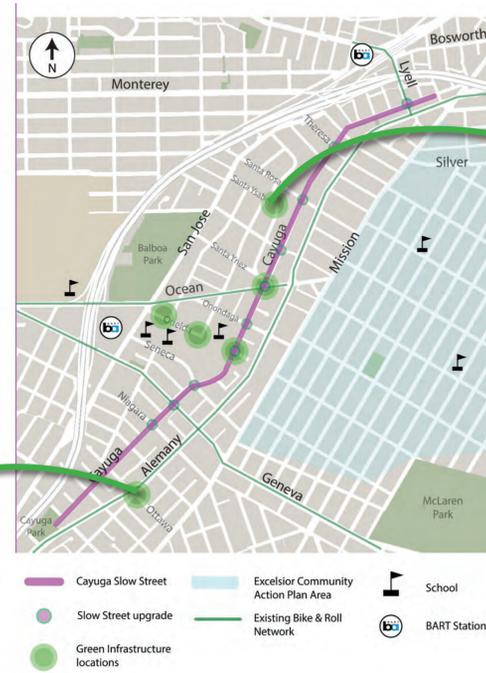
Rendering of proposed concept plan looking north from Ocean Ave to Cayuga Ave/Santa Ynez Ave

The SFMTA and SFPUC are proposing to close the short 'slip lane' on Santa Ynez Ave, east of Cayuga, to vehicles in favor of a large rain garden and better, expanded bus zone for the 29 Sunset and 49 Van Ness/Mission Muni routes. The project also proposes to expand and convert daylighting zones to include sidewalk raingardens and shorter, more accessible crossings of Cayuga and Santa Ynez avenues.

Alemany Blvd at Ottawa & Santa Ysabel Ave at Capistrano



Concept rendering for new sidewalk, landscaped raingarden, trees and other amenities at the Alemany/Huron/Ottawa intersection (Option 3)



Santa Ysabel Ave at Capistrano Ave



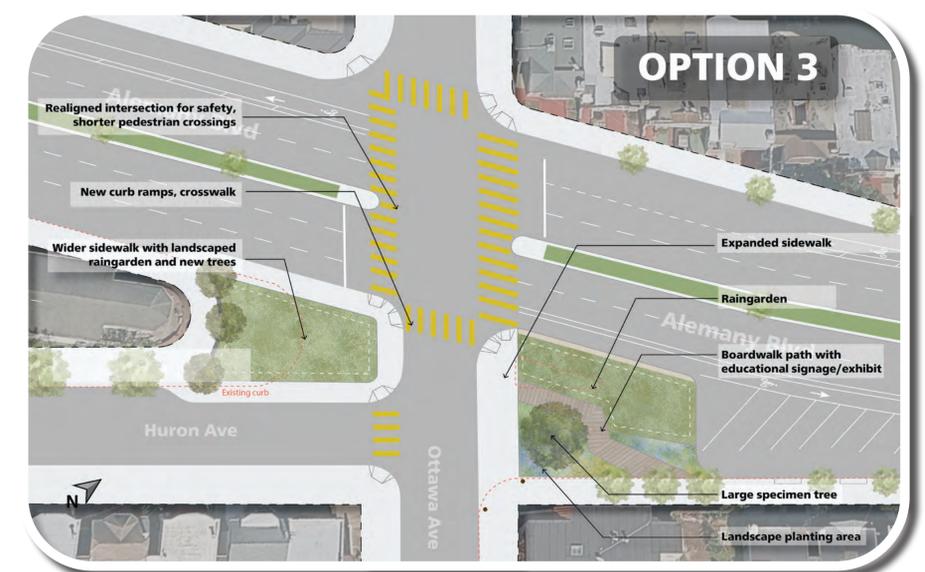
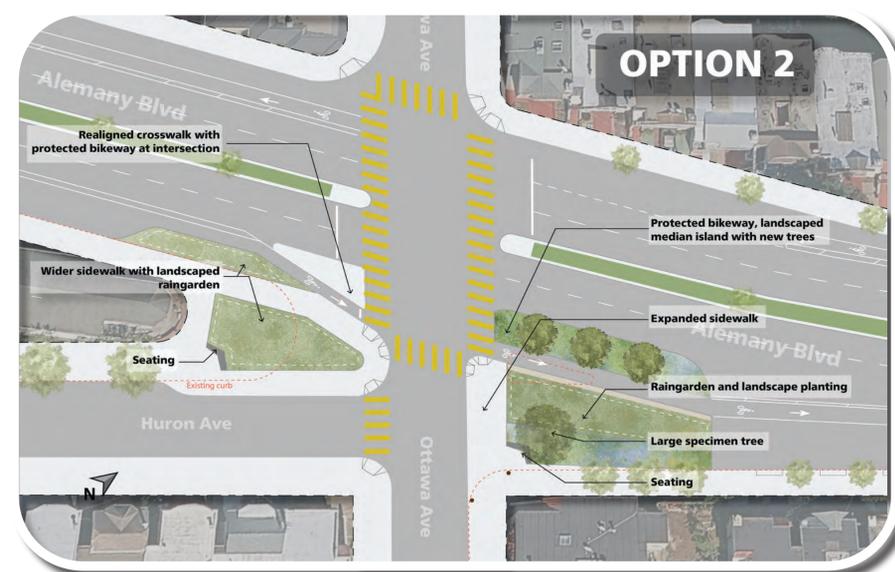
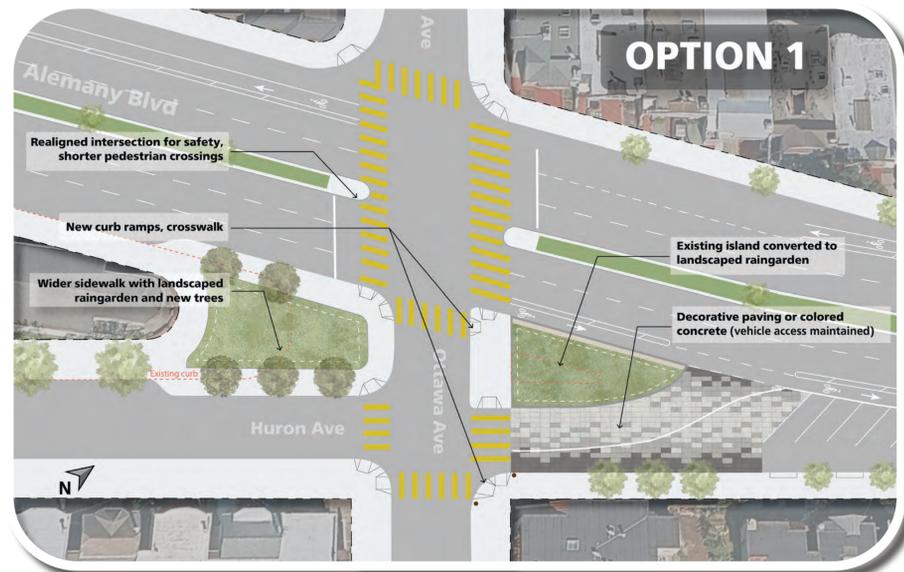
Proposed concept plan at Santa Ysabel Ave and Capistrano Ave

Alemany Blvd at Ottawa Ave/ Huron Ave



The SFMTA and SFPUC are seeking feedback on three concept alternatives (options) for the Alemany Blvd / Ottawa Ave / Huron Ave intersection. Each option seeks to manage stormwater, improve traffic safety, and design landscape amenities in different ways.

The SFMTA and SFPUC are proposing sidewalk widening with raingardens and greening to narrow the overly wide Santa Ysabel/Capistrano Avenue intersection.



We would like to hear your feedback!

Do you have questions or concerns regarding the proposed green infrastructure locations?

Do you support efforts to improve stormwater management using green infrastructure on Cayuga Avenue and nearby?

Would you prefer...

Place a dot or post-it on the scale bars below

Passive spaces meant to travel through, not to stop and gather?

Space for respite, gathering, and places to stop and sit?



Landscaped areas with limited or no amenities?

Amenities, such as seating, tables, or art features?



Rain gardens that have grasses and smaller vegetation?

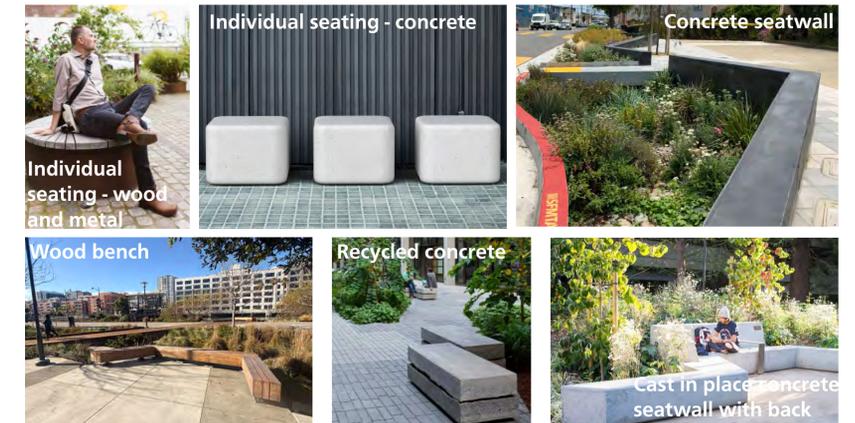
Rain gardens with trees and larger shrubs?



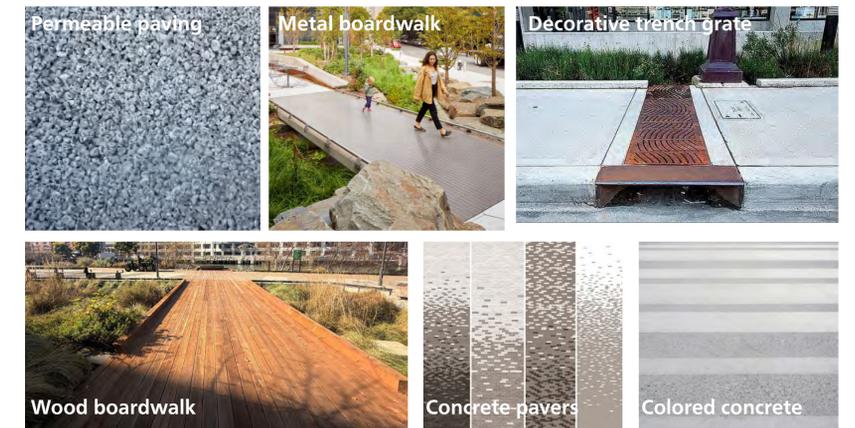
Would you prefer...

Place a dot or post-it on the images that you like

Seating Options



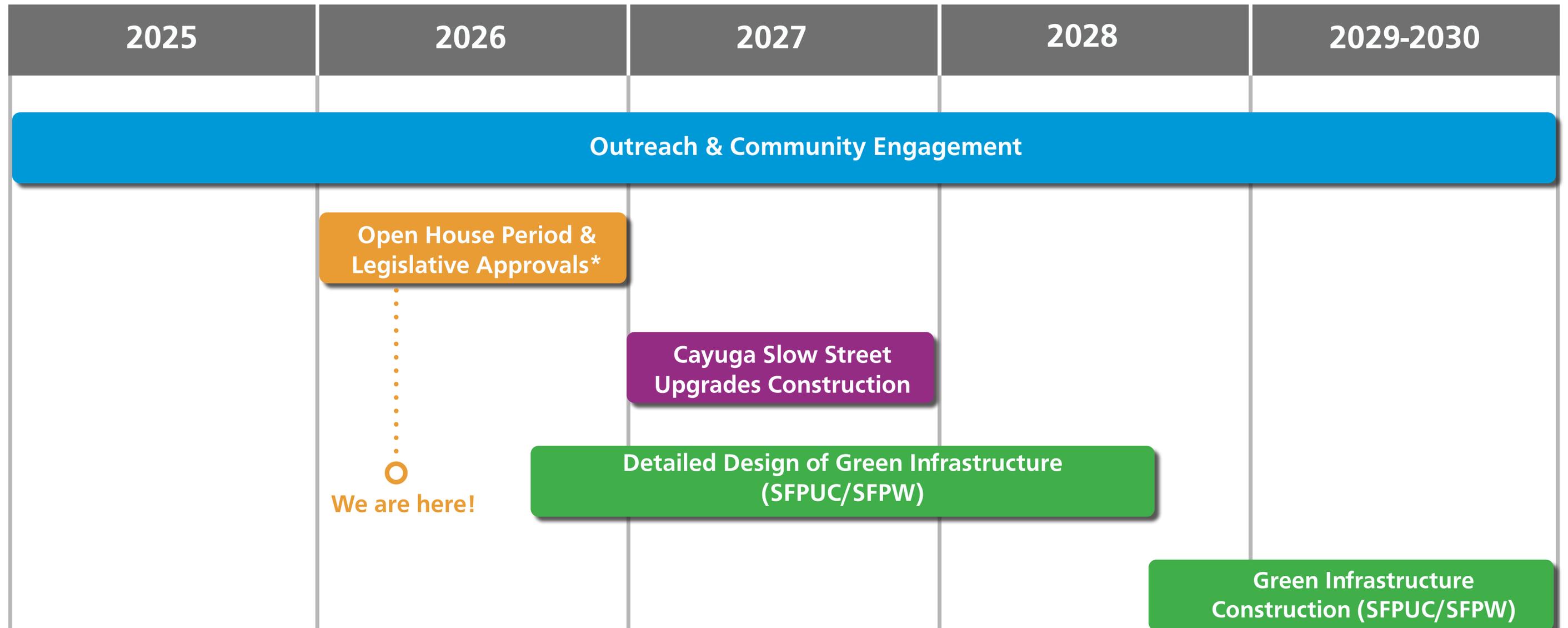
Paving and Material Options



Edge Treatment Options



Timeline & Next Steps



**The SFMTA Board has jurisdiction over the parking and traffic changes needed for green infrastructure improvements, while the SFPUC will manage the final designs and details of the Green Infrastructure locations in coordination with San Francisco Public Works.*