CITY OF BEND

City Hall
710 NW Wall Street
Bend, OR 97703

MEMORANDUM

To: City Council
From: Kevin Howard PE, Engineering Department
Date: October 28, 2026
Re: Delaware and Lava Traffic Diverter Update

Staff recommend removing the traffic diverter at the intersection of Delaware Avenue and Lava Road the week of November 2nd, 2026, due to ongoing operational concerns that have also been reflected in public feedback regarding this location.

This removal aims to refine the existing network, not completely reconsider the entire pilot program. A potential alternative traffic management solution could be implemented next spring. The City's intent is to address location-specific issues while maintaining the broader neighborhood traffic management and bikeway objectives established through the pilot project.

This Memorandum outlines why this change is being proposed and City staff's next steps towards a possible alternative quick-build solution for this location.

Why Staff Is Only Considering Changes at Delaware/Lava?

Traffic data collected to date indicates the broader diverter network is generally functioning as intended. Diverters minimize cut-through vehicle traffic on neighborhood streets and **Bend Bikeway** routes. (bendoregon.gov/bendbikeway)

However, unique operational concerns have emerged at the Delaware/Lava location that have not appeared at other diverter locations. The issue is not whether the diverters are restricting through movements, but rather how drivers are adapting to the restriction. Unintended impacts specific to the Delaware and Lava intersection include:

- This location experiences a different mix of traffic than other diverter locations. Its proximity to the one-way Colorado Avenue and the Box Factory area attracts a higher proportion of visitors and other non-local traffic in the neighborhood. This increases the likelihood that drivers are unfamiliar with neighborhood traffic circulation patterns.
- Delaware/Lava is the only location where vehicles have been repeatedly observed attempting to bypass the restriction through unintended routes, including nearby alleys, sidewalks and yards.

For these reasons, staff intends to address these location-specific concerns while preserving the function and benefits observed within the broader diverter network.

Next Steps at Delaware and Lava following removal

- Results of recently collected data will be shared with the public in the next few weeks.
    - This data includes traffic data collected in early October (traffic counts, speed and vehicle classification data, bicycle and pedestrian volumes, near-miss video, on-site observations and user surveys), as well as public comments and traffic data that the City has collected since implementation of the diverters.
    - This data is currently being reviewed to provide a more complete understanding of how users are getting around the neighborhood.
- The City intends to work with the Neighborhood District over the winter on identifying an alternative traffic management strategy that better supports the goals of the Bend Bikeway project while maintaining the broader neighborhood traffic management strategy established through the remaining diverter network.
    - Alternatives would consist of quick-build options utilizing readily available materials implemented on existing roadway surfaces.
- Alternative quick-build traffic management solutions could be incorporated into the pilot project in spring 2027.

For more background information, visit the **Bend Bikeway webpage.**