

## Local News

# Life in the bike lane

BY BILL BARTLETT  
Redmond Spokesman

If you are seeing more bicyclists on Redmond streets, some of them sporting neckties, your eyes are not playing tricks on you.

The number of local cyclists is growing while the popularity of cycling grows nationwide. And with gas prices still near \$5 a gallon, biking as an alternate means of commuting is gaining traction as well.

Redmond residents may be curious if their city is bicycle friendly and safe for two-wheeled travelers.

Nationally, Oregon is ranked number 2 by the Bike League for bicycle friendliness, the certifying organization most used to rate state and local governments. Within Oregon there are 12 certified communities, five universities and 28 businesses.

While not a certified Bike League city, Redmond comes close to meeting the five-point criteria.

## THE NUMBERS

Redmond does have approximately 100 lane miles of bike lanes along shared streets.

That includes right bike stop boxes and one green bike lane that is used for the crossover turn lane at the intersection of NW 19th St. and Maple. There are also four green bike cross walks on Fifth and Sixth streets at Deschutes.

Additionally, there are 12 miles of designated bike trails and ten minor bike repair stations throughout the community.

## CROWDS GROWING

Both Redmond bike shops have enjoyed a sharp rise in sales since the onset of COVID and both are still experiencing supply chain issues due to the demand, although they now have an adequate inventory to offer riders plenty of options. For much of 2020 and nearly all of 2021 there were simply not enough bikes in Redmond to fill customer wishes.

Adrian Higham at Hutch's Bicycles on 7th Street believes Redmond is completely safe for riders, even younger cy-



Photo by Bill Bartlett for the Spokesman  
Mason Brown and Austin St Clair ride down Sixth Street in downtown Redmond recently. Both said a bike is the best way to get around town.

clists. They sell bikes to families whose 4th and 5th graders regularly ride to school unaccompanied.

Mason Moore, 15, a sophomore at Ridgeview, has a summer job at Hutch's and has no fear of riding anywhere in town. He and his friends are regular riders in "the canyon" where they share the trail with walkers and a growing number of Onewheels, self-balancing electric skateboards that have exploded in popularity.

Dry Canyon is the destination of choice for many family

bicycle outings as it is within range of almost any rider in the city. It offers unimpeded paved paths, intermittent shade and rest spots, and a feeling of being in the country while being just a few blocks from downtown.

## LOCK IT AND LEAVE IT

Redmond has some bike racks throughout its boundaries and particularly in the downtown core and its parks, some of them quite imaginative. The goal is to make bike commuting as easy as possible. All new

multi-use projects in the city — from apartments to strip malls — are required by development code to provide adequate, secure bike parking.

Redmond is part of the national Bike Index program. It is the most widely used and successful bicycle registration service in the world with over 892,000 cataloged bikes, 1,420 community partners and tens of thousands of daily searches. That system can help connect a bicycle with its rightful owner if it stolen and recovered elsewhere.



Photo by Bill Bartlett for the Spokesman

Protected bicycle lanes are colored at busy intersections where vehicles, bicycles and pedestrians cross.

## BIKING TO WORK

More and more Redmond residents are commuting on two wheels.

John Meyer lives on SW Canyon Drive, about 2.5 miles from his office. Except for days when the weather is bad, Meyer makes trips to and from his office by bike, sometimes going back-and-forth from home more than once a day.

Meyer said that Redmond is a bike-friendly place to live.

"Definitely friendly," he said, though noted that "in terms of safety, there are still too many people driving and texting."

Meyer and Higham both cited the need for wider shoulders on some roads where the bike lane is precariously close to the edge of vehicle traffic.

Across Redmond you can find bike commuters from school teachers to professionals to executives. Meyer is a financial advisor. Greg Hodecker, owner of Midstate Fertilizer

Company, commutes by bike — as does Mike Easterbrooks and David Woods of Hayden Homes. Easterbrooks, Hayden's IT manager, and Woods, its controller, are but two of a number of Hayden staff who bike to work.

## BIKES ON THE SIDEWALK

Downtown, it's illegal to bike on the sidewalk — but riders are unlikely to be cited.

Redmond Police Department often uses the violation as a teaching moment so as not to discourage cycling but to keep it safe. Another rule to keep in mind: Bicycles cannot obstruct or impede access to local businesses.

Mason Brown and Austin St Clair, both 12 and seventh graders at Elton Gregory Middle School, ride as far as their legs will take them in Redmond.

"It's completely safe," they said in unison. "We never worry."

# Cutting horse competition hits Redmond Sept. 8

By Spokesman staff

The Cascades Futurity and Aged cutting-horse competition will arrive at the Deschutes County Fairgrounds and Expo Center from September 8-18, where cowboys and cowgirls attempt to work cattle and claim their part of more than \$500,000 in prize money.

Spectators can watch the finesse of both rider and horse as they team up to attempt to trap the cow in the center of the show pen. This necessary skill continues today on ranches worldwide when crews need to separate cattle from a herd to doctor or vaccinate.

During the era of the open range, cattle from different outfits would often drift apart, so in the spring and fall, neighboring ranchers joined for a roundup to sort out their brands.

Ranchers and their remudas (horses that ranch hands chose to mount daily) accomplished the task of separating



Submitted photos

FILE- Redmond is huge draw for equestrian-related events and horse vacations. A cutting horse event is scheduled for Sept. 8-18 at the Deschutes County Fairgrounds.

the cattle. Each cowboy had several horses in their remuda, each well-trained and suited for specific jobs. A steady mount was needed to patrol the herd during the night, and during the morning, a spirited bronc would be used to quickly travel to the far reaches of the roundup.

The cutting horse was the elite member of the remuda — a horse that pricked its ears toward a cow, watched it travel, wary of its every move, instinctively knowing how to handle the cow. These abilities were nurtured and prized among cowboys because it made sepa-

rating branded cattle easier.

"It was worth the trip to brush country just to sit above Ol' Gotch and feel his shoulders roll, watch his ears work and head drop low when he looked an old steer in the eye," said cowboy humorist Will Rogers after his visit to a South Texas ranch during the 1920s.

Cattle are herd animals so they will instinctively return to the group if separated. With that in mind, a horse and rider team quietly ride into the herd, select and "cut" or separate one cow at a time from the group. Once the cow has been cut, the rider is no longer allowed to use their reins. Trained cutting horses are required to think on their own and anticipate the cow's moves. The competition is judged on difficulty, finesse and how well the horse anticipates and reacts to the cow. This is the only equine competition where the horse is required to think for itself.

The first advertised cutting contest was held at the 1898 Cowboy Reunion in Haskell, Texas. Ranch hands competed against each other to see who could separate and isolate the cattle the fastest and cleanest. This soon turned in to an official timed competition with rules to show the finesse of the cow horse.

From cutting's roots in Haskell to Australia each year there are thousands of cutting events attracting riders aged eight to eighty competing in levels separated by the age of the horse or the amount of money the horse or rider have won.

Cascades Futurity and Aged Event is Oregon's only National Cutting Horse Association event where competitors of all divisions compete for over \$500,000 in prizes. This brings competition from more than ten states. For Hall of Fame riders competing in this sport, it's a way of life and a living.

The event also offers a Western Heritage Vendor Expo featuring the 1904 Mercantile. Western-based vendors, food, and a saloon will also be on site.

There are many cutting events around the world, but few are produced by a staff of women like Cascades Futurity.

The event was started in 2018 by Bend resident and owner of Clarke Butte Ranch, Julie Clarke. Clarke and her team handle cattle contracts, marketing and advertising, set-up, and tear down, development, styling and running a concierge booth.

Come sit ringside at the 5th annual Cascades Futurity and Aged Event and enjoy watching the best horses and riders in the industry against local cattle.

The event runs from Thursday, Sept. 8 through Sunday, Sept. 18 from 9 a.m. to 5 p.m. For more information, visit [www.cascadesfuturity.com](http://www.cascadesfuturity.com), email [info@cascadesfuturity.com](mailto:info@cascadesfuturity.com) or call 503-501-6498.



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