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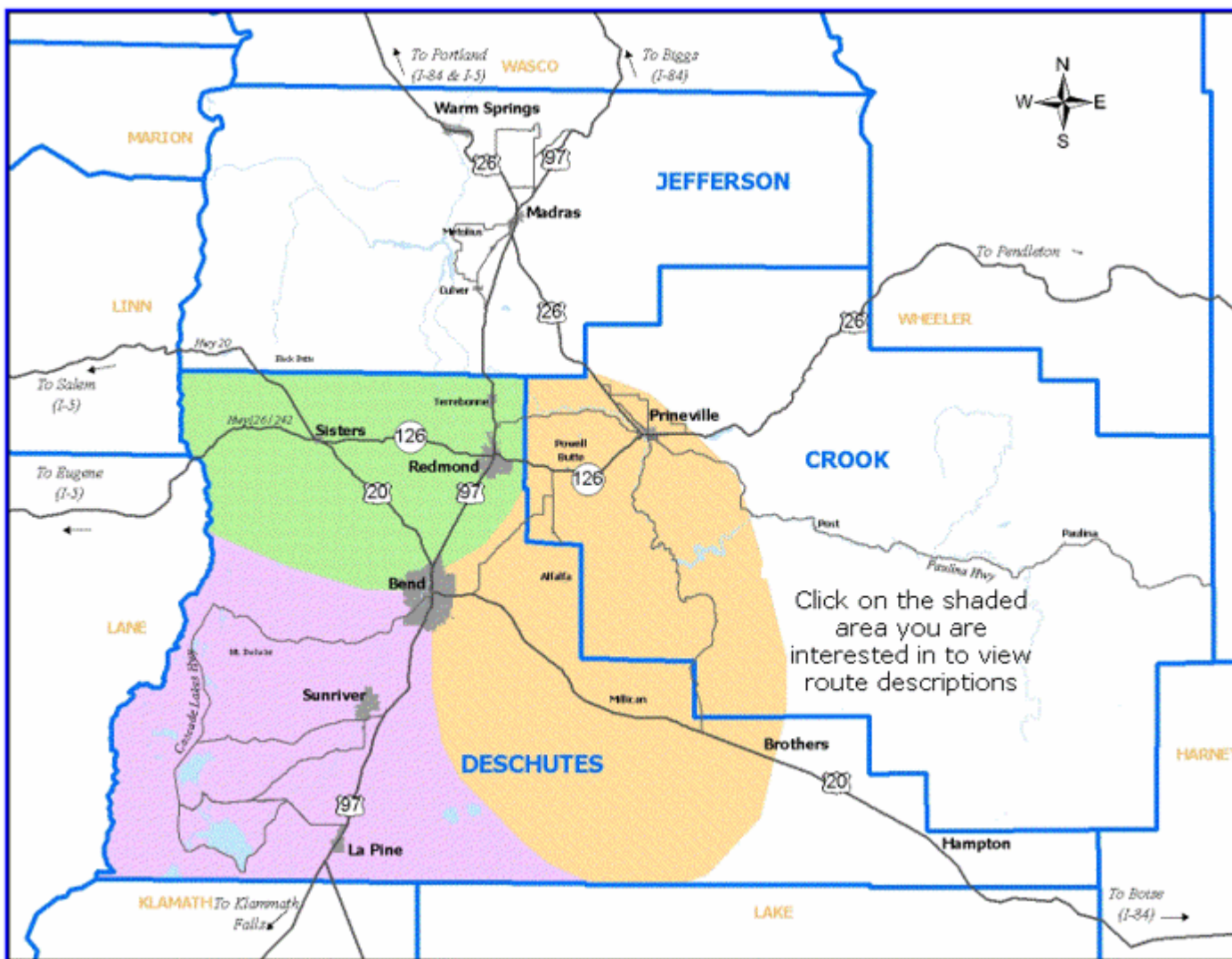


Deschutes County Bike Guide

Limitations of Guide:

No warranty is made or intended as to the safety or fitness of any routes, streets, roads, highways, paths, bike lanes, or bikeways for bicycle travel shown on this guide. Federal, state, county, and city officers and their employees disclaim all responsibility and shall not be answerable or held responsible for loss, damage, or injury that may be suffered by a bicyclist while traveling routes, highways, roads, streets, trails, or paths in Deschutes County. Every individual shall assume all risk for potential injury.

The routes identified on this website have been designated to assist bicycle travel throughout Deschutes County. No guarantee or warranty is made or implied as to the safety, condition, suitability or fitness of the bikeways and other routes shown herein. Road and bike facility conditions are subject to changes which can render them unusable or unsafe. The roads upon which these routes are located are maintained predominately for motor vehicle traffic and as such, you should use all appropriate safety precautions when cycling on these routes. Always ride at your own risk.



On the map above, we divided the County into three sections to make it a little easier for you to locate a recommended bike ride route. To find a specific ride, start by clicking on the shaded area specific to your interests which will take you directly to photos and a list of rides in that geographical area. If you want, you can skip that process and just scroll down to look at all the rides we have identified. Be advised that the rides listed are by no means all the possible rides in our area. If you click on the specific route title, you will bring up an 8.5"x11" PDF map that you can easily print. Aside from our recommendations, you may want to discover a few new ones on your own. It also doesn't hurt to check in with local bike shop staff for their recommendations as well.

As you scroll down and check out the rides and photos please note that we took a certain amount of photographic license in capturing the best views for each of the rides. However, this is Central Oregon after all, so you're bound to get some nice views on almost any ride you try. We've also tried to keep the narrative up to date but be aware that in our climate and fast paced growth rate, the road pavement conditions can change depending on how harsh last winter was and changes in traffic volumes as well. That's one of the reasons we have that great big disclaimer on the map above.

Over the past few years, we've endeavored to come up with a new countywide bike guide to replace our old graphic (i.e., non Web-friendly) version. It's a work in progress, however we have put the draft of this newer version below for you to look at and print if necessary. We recommend that you look at the large countywide guide online, then go to the specific rides you may want to print out. To view and print copies of the overall Deschutes County Bicycle Guide showing all of the routes listed below, click on the following links. Because the file size is moderate, it may be necessary to right click the link, save the file to your hard drive, and open or print the file from your computer. The Guides were created as 22"x34" PDF sheets so if you reduce them to print out at home you will likely lose some of the detail. You can also request one of the older (reasonably outdated) guides that shows the typical road suitability of routes related to traffic volumes and shoulder widths. For the older maps, you can call 541-383-6718 or e-mail peterr@co.deschutes.or.us.

[Draft Bike Guide \(map front\)](#)

[Draft Bike Guide \(map back\)](#)

Sisters/Redmond Area:

Route 8 Bend-Innes Market Loop, (32 miles):

Another short loop north of Bend, this ride has several alternative route options (on Awbrey Butte) that can add a fair bit of climbing for those so inclined. Otherwise, it offers 650' of elevation change and gives riders a good exposure to reasonably quiet country roads, large farm areas and some beautiful views of several Cascade peaks. Don't forget to look up while heading west on Tumalo Reservoir Road for a framed picture of 10,085' North Sister.



The community of Tumalo offers a midpoint stop for those needing a little snack, drink or ice cream break.



Few bike lanes on this one except for OB Riley Road (including a good short climb up from Tumalo State Park), Newport Avenue and parts of Shevlin Park Road.



Route 9 Bend-Sisters-Bend, (41 miles)

Nice "out-n-back" ride if you have a cyclocross or mountain bike. The middle section of this route (approx. 7 miles) between Tumalo Reservoir and US20 uses a graded gravel road (Sizemore Road).



However, the route is lightly traveled (except for US20) and provides some excellent scenery. The route also offers a moderate elevation change of 540'.

Route 10 Bend-Lower Bridge Loop, (67 miles):

Building on Route 8, and with 1,225' of elevation change, this ride expands the trip well beyond the Bend area to encompass much of rural northern Deschutes County and the western edge of the City of Redmond. Once clear of US20, riders will see little traffic on Fryrear



Holmes and Lower Bridge Roads.



The roads may be rough in places, but the lack of traffic and varied scenery will make up for a sometimes jittery ride. After turning south at 31st Street, riders will still experience little traffic and enjoy the agricultural fringe area on the west side of Redmond.



Riders continue south on 67th Street across OR126 (watch for vehicles and speeds) then work their way down to Old Bend-Redmond Hwy. then continue on to Bend. A route option prior to reaching Bend gives riders the opportunity to turn west on Tumalo Road into the Community of Tumalo (where you can buy refreshments). Riders will then carefully cross US20 and head along OB Riley Road, past Tumalo State Park, http://www.oregonstateparks.org/park_45.php then up a short, steep climb out of the river canyon back onto bike lanes. The route continues along OB Riley Road then connects with US97 (watch for traffic) in Bend for a short section. Riders then go right onto Division, right onto Revere then left on Wall back to Newport.

Route 11 Sisters-Black Butte Loop, (26 miles):

Starting in the City of Sisters, this route uses a good portion of US20 (wide shoulders, but higher traffic volumes) and the option of a short or longer loop. This route has only 310' of elevation change so it's considered reasonably flat by Central Oregon standards. Leaving Sisters



via US20 towards Black Butte Ranch the route turns right onto Indian Ford Road and takes full advantage of the evergreen forest surrounding



Sisters. The shorter option returns to Sisters via a right turn on Camp Polk Road, or riders can continue southeast on Camp Polk by turning left. The longer loop includes a short jaunt on OR126 (watch for traffic speeds) then a turn onto Cloverdale Road, then right onto US20 and back to Sisters.

Route 12 Three-Creek Road, (26 miles paved, 34 miles to Lake):

An out and back route similar to the Bend-Tumalo Falls route in Bend. However, this one includes considerably more climbing with 2,670' of elevation gain. Like Skyliners Road in Bend, there are minimal shoulders, but very low traffic volumes and nice forest cover.



Another good route for those with mountain or cyclocross bikes, with a 4-mile gravel section beyond the end of the pavement leading you to Three Creek Lake <http://www.fs.fed.us/r6/centraloregon/recinfo/fishing/maps/e-sisters.htm> for a welcome rest after 17 miles of climbing.

Route 13-MacKenzie Pass, (30 miles):

If Route 12 isn't enough for you climbers out there, there's always the MacKenzie Pass route on OR242, although the traffic is considerably heavier. Arguably one of the most beautiful rides in Central Oregon, the route transitions from the evergreen forest around Sisters to the



open, often windswept lava flows at MacKenzie Pass. Scenic, twisty, narrow, and basically a constant climb of 2,170' for 16 miles.



At the top, in the midst of extensive lava fields and Cascade peaks, you'll find the interesting rock-constructed Dee Wright Observatory http://www.fs.fed.us/r6/willamette/recreation/triplanning/pointsofinterest/dee_wright.html for a chance to take a break and stretch your legs. Of particular note, this route is closed to motor vehicles for most of the winter. One benefit of that is that each spring the closed gates still prohibit vehicles, but the portion from Sisters to the observatory and beyond for several miles is usually clear of snow (and most debris). So for a car-free riding experience, check with ODOT Region 4 around June for road conditions and the scheduled opening of the gates. Watch for rocks in the spring before the road is officially open.

Bend/Prineville Area:

Route 3 Bend-Prineville/East Loop, (87 miles):

This route travels east out of Bend towards the City of Prineville via the Prineville Reservoir. http://www.oregonstateparks.org/park_34.php



The almost 2,500' of elevation change takes place quickly in two locations, with most of the ride on gently rolling terrain. The majority of this low traffic route travels over a scenic high desert and agricultural landscape with narrow shoulders in places and few trees to buffer riders from afternoon winds that show up from time to time. Since there's some open range area, riders encounter cattle grate crossings from the rural community of Alfalfa to Reservoir Road. After a twisty descent to Prineville along the Crooked River, riders can expect a sharp uphill climb (with good shoulder area) out of Prineville up to the Millican Road.



At this point riders return to Bend via the Millican Road (watch for heavy truck traffic) or can continue on OR126 through the community of Powell Butte and turn left on Powell Butte Highway (higher speeds and traffic volumes) for a different route back to Bend.

Route 4 Bend-Prineville/West Loop, (75 miles):

Similar to the East Loop, however this route uses Millican Road (somewhat rough chip-sealed surface) as its route towards Prineville.



Instead of descending into Prineville, and to reduce the elevation gain to 1,375', riders use OR126 but turn off on Houston Lake Road and wind through agricultural areas (i.e., farm traffic) then back across OR126 to Powell Butte Highway/Shumway Road back to Alfalfa.



Shumway Road is a short, fairly steep climb and descent that bypasses part of Powell Butte Hwy. An alternative is to continue on Powell Butte Highway all the way back to Bend.

Route 5 Bend-Johnson Ranch Road Loop, (38 miles):

A shorter taste of riding east of Bend, with only 575' of elevation change, this route heads out popular Alfalfa Market Road from Bend to the rural community of Alfalfa. From there it heads north towards Prineville on Johnson Ranch Road (watch the rough spots and farm traffic), then turns on Powell Butte Highway (narrow shoulders and high vehicle speeds) for a nice rolling descent (except for headwinds!) and beautiful views of the Cascades on the way back to Bend.

Route 6 Bear Creek Road/Alfalfa Road Loop, (30 miles):

Another reasonably flat (410' elevation change), fast ride sampling the low traffic rural roads east of Bend. Heading east out Franklin St. and Bear Creek Road from Bend, riders transition to US20 for a short segment, then turn left to Dodds Road.



Dodds serves mainly large rural farm parcels and is a bit twisty in places. The route returns to Bend via the familiar Alfalfa Market Road. Decent shoulders along most of the route, but bike lanes only within City limits.

Route 7 Bend-Tumalo Loop, (24 miles):

A short ride north of Bend that takes in a variety of high desert landscapes and 560' of elevation change. Starting from downtown Bend and heading west on Newport, riders pass Central Oregon Community College on their way to Shevlin Park <http://www.bendparksandrec.org/parkdetails.asp?ID=17> . A quick climb out of Shevlin Park leads riders through the juniper and pine forests along Johnson Market Road,



only to descend again back down to Tumalo Creek near Tumalo State Park
http://www.oregonstateparks.org/park_45.php.



Turn left instead of going right (to the park), cross Hwy 20 and on to the community of Tumalo. Leaving Tumalo, go right at the Y and head back up a short climb along Tumalo Road past many older rural residences, then over US97 to Deschutes Junction. Riders can pause here to check out the unique Funny Farm
<http://www.roadsideamerica.com/attract/ORBENfun.html>



before heading back to Bend via Deschutes Market Road (watch for fast moving traffic).

Route 22 Ride Around Bend, (19 miles):

So you're in Bend and don't have time for an epic ride or just need to recover from one? This casual ride offers a little bit of everything available around Bend. Starting at or near the Bend River Mall, <http://www.bendrivermall.com/> riders had better be warmed up since most of the 1,075' of climbing starts early heading west on Mt. Washington Drive up and over Awbrey Butte. Following along Mt. Washington Dr., riders descend past the Central Oregon Community College / Oregon State University (Cascades Campus) Campus and through the developing Northwest Crossing mixed use development. After negotiating several roundabouts (remember to "take the lane") riders cross



Century Drive and head down Reed Market Road (yet more roundabouts) to a new bridge crossing the Deschutes River. Riders continuing east to the less hilly part of town head out Reed Market Road to 27th St. The Route turns right on 27th, then a quick left onto Stevens Road, riders continue east to a left onto Hamby Road. Then it's clear sailing north (be careful crossing US20) to a left onto Butler Market Road and a gradual uphill back to the Bend River Mall. note: I would not consider this a recovery ride with all the climbing.

Sunriver/La Pine Area:

Route 1 Bend-Skyliner Lodge-Bend, (20 miles):

Skyliners Road route from Bend, west to Skyliner Lodge. If you continue beyond the Lodge and cross the bridge over Tumalo Creek, you can choose to go all the way to 100' high Tumalo Falls via a 3-mile gravel road (FS 4601, then left to Tumalo Falls) (<http://www.fs.fed.us/r6/centraloregon/recinfo/dayuse/tumalofalls.html>). The route gently climbs approximately 1,000' from beginning to end.



Most of the route has no bike lanes and there are areas of deteriorating shoulders with crumbling and rough pavement.



However, the traffic volumes are light, sight distances are good and the ride is a scenic one ending at the historic Skyliner ski hill and lodge, or a beautiful natural falls on Tumalo Creek if you choose to go that far.

Route 2 Mt. Bachelor Loop, (85 miles):

Not for the faint of heart, this route (one stage of the Cascade Cycling Classic) features 5,600' of elevation change and climbs steadily for 20+ miles from Bend along Century Drive which becomes the Cascade Lakes Highway. The portion from Bend to Mt. Bachelor is smooth and has ample shoulder area for bikes. Once past Mt. Bachelor the route descends past several of the Cascade Lakes <http://www.elklakeresort.com/> (offering several opportunities for rest stops). After the continued descent towards Sunriver Resort <http://www.sunriverresort.com/> (optional side trip), the route turns onto Forest Highway 45



and begins a 10 mile climb back up to the Cascade Lakes Highway then descends back to Bend with a downhill rush that uses most of the annual Mt. Bachelor Pole, Pedal, Paddle course <http://ppp.bendnet.com/>.

Route 2B Sunriver Loop, (62 miles):

A variation on Route 2, this one is basically the same ride but originates in the Sunriver Business Park (school or library parking lot) and rides clockwise past the Cascades Lakes. It features less climbing (2,700') since Sunriver is approximately 600' higher than Bend. Heading out Spring River Road (FS 40), riders cross the Deschutes River then gradually climb up FS 40 past the intersection of FS 45 (the road you will return on) through the Lodgepole and Ponderosa Pine forest until you reach the intersection of Cascade Lakes Highway. Turning right, riders now ride north ascending gradually past the headwaters of the Deschutes River on to the Lava Lake Junction. From here, you start climbing past Elk Lake (4,890') then on to the pass between Devils Lake and Sparks Lake (5,500'). If that wasn't enough, you get a short rolling stretch to Sparks Lake, and then the climbing begins again in earnest up to Mt. Bachelor (6,400'). From here it's a mostly 20-mile downhill ride back to Sunriver <http://www.sunriverresort.com/> (don't miss the right-turn onto FS 45 or you'll end up in Bend.)

Route 14 Crane Prairie Loop, (26 miles):

Starting at the Cultus Lake day use area (note, you'll need a NW Forest Pass to park here), <http://www.fs.fed.us/r6/centraloregon/recinfo/camping/cultuslake.html> this relatively flat ride (350' of elevation change) uses some very low volume rural roads in Deschutes County.



This portion of the Cascade Lakes Highway is relatively little used south of Three Trappers Road (FS 40). The route circumnavigates the popular Crane Prairie Reservoir but riders will see little of it due to the heavy forests of the area. You may however get a chance to see the occasional Osprey or Bald Eagle especially if you opt for a short hike on the Osprey Pt. Nature Trail. We show a starting point near the Cultus Lake Resort <http://www.cultuslakeresort.com/>, however riders can actually start at any of the resorts in the area, including Twin Lakes Resort and Crane Prairie Resort (with plenty of parking near the boat ramp). <http://www.fs.fed.us/r6/centraloregon/recreation/resorts/index.shtml> After (or during) the ride you have a chance to cool your thirst with refreshments at any of the resort areas and get your feet (or the rest of you) wet at the public beaches.

Route 15 Sunriver-La Pine Loop, (39 miles):

This route is an easy, flat 39-mile ride starting out at La Pine State Park day use area. http://www.oregonstateparks.org/park_41.php From the Park, riders head west on State Rec. Road then south on Day Road through the rural residential heart of the community of La Pine. No real bike lanes on most of this route, but adequate shoulders in most places. Turning right on Burgess Road leads riders back out into the National Forest and over the first crossing of the Deschutes River. Continuing on, riders turn onto S. Century Drive



for a slow descent back to a second crossing of the Deschutes River



then on to Huntington Road for the return trip back to State Rec.Road and La Pine State Park.

Route 16 Sunriver-Huntington Road, (29 miles):

Another flat South County ride giving riders a taste of rural Deschutes County. This one originates at the Sunriver Business Park



which is adjacent to Sunriver Resort <http://www.sunriverresort.com/> and heads south along S. Century Drive. S. Century Drive eventually becomes Huntington Road all the way south until riders turn onto Burgess Road to backtrack part of Route 15. Once on State Rec. Road, riders will pass La Pine State Park http://www.oregonstateparks.org/park_41.php then cross the Little Deschutes River before turning left on S. Century Road back to Sunriver.

Route 17 La Pine Cruise, (23 miles):

Starting at the La Pine State Park day use area, http://www.oregonstateparks.org/park_41.php this route introduces riders to a commercial portion of the rural community of La Pine.



It's flat and fast with only 90' of elevation change over 23 miles. Many residential driveways and some narrow shoulders require alert heads.



The Burgess Road cutoff can reduce the distance to 16 miles for those with a little less time or energy.

Route 18 La Pine State Park Loop, (17 miles):

A short, flat introduction to the La Pine area



featuring two crossings of the Little Deschutes River. When you're short on time in South County and need to ride, this is the one for you.

Route 19 Newberry Crater, (37 miles):

Just when you start thinking South County is all flat rides, here's one to keep the best riders busy for awhile. If 2,500' of climbing in 18 miles isn't enough, maybe the scenery of Paulina Peak, the natural Paulina and East Lakes located in a volcanic caldera, <http://www.fs.fed.us/r6/centraloregon/newberrynvm/newberryvol.shtml>

or the trail to the big obsidian lava flow <http://www.fs.fed.us/r6/centraloregon/newberrynvm/interest-bof.shtml>

will be enough.

Did we also mention the resorts located at Paulina and East Lakes?

<http://www.fs.fed.us/r6/centraloregon/newberrynvm/resorts/recresorts.shtml>

The hot spring beach at Paulina Lake (walk a few hundred feet from the boat ramp)?

<http://www.fs.fed.us/r6/centraloregon/newberrynvm/dayuse/hotspr-br.shtml>

Starting at the junction of US97 and Paulina Lake Road (plenty of parking) you start heading up towards the National Monument. The first lake you eventually reach is Paulina Lake. After that the route levels out a bit and rolls on towards the slightly smaller East Lake.



Wherever you decide to take a break and admire the views, you can relish the climb you just accomplished and look forward to the 18-mile downhill speed run back to US97; just make sure your brakes are in good working order.

Route 20 Sunriver-South Century Drive Loop, (53 miles):

Another scenic ride that begins and ends at the Sunriver Business Park just south of Sunriver Resort. <http://www.sunriverresort.com/> Once again, riders head south on S. Century Drive then continue when S. Century turns right, crosses the Little Deschutes River (becomes FS 42) and heads west into the National Forest. Riders continue the gradual climb (775' of elevation change) up to East Crane Prairie Road (FS 4270)



turning right and riding past the east side of Crane Prairie Reservoir (watch for those Ospreys and Bald Eagles) then turn onto Three Trappers Road (FS 40) for a leisurely ride back to Sunriver.



Some of the route is a rough ride due to chip-sealed roads, however traffic is low. Just watch out for the occasional fisherman and boat trailer headed up to the lakes. Riders needing a refreshment break can divert to the Crane Prairie Resort <http://www.crane-prairie-resort-guides.com/main.html>.

Route 21 Sunriver-South Century Drive Longer Loop, (53+ miles):

Just like Route 20, this scenic ride begins and ends at the Sunriver Business Park just south of Sunriver Resort. <http://www.sunriverresort.com/> Once again, riders head south on S. Century Drive, then continue when S. Century turns right



crosses the Little Deschutes River (becomes FS 42) and heads west into the National Forest. Riders continue the gradual climb (775' of elevation change) all the way up to the Cascade Lakes Highway (OR 372), turn right and ride past the west side of Crane Prairie Reservoir (again, watch for those Ospreys and Bald Eagles) then turn onto Three Trappers Road for a leisurely ride back to Sunriver. Similar to Route 20, some of the route is a little rough going due to chip-sealed roads, but traffic is low. Once again, watch out for the occasional fisherman and boat trailer headed up to the lakes.

Route 23 Sunriver-Bend Loop, (52 miles):

Starting either in Sunriver or Bend, this route includes some fast routes and 2,300' of climbing. Riders ride counterclockwise and have a choice of going through downtown Bend on one end of the ride, and also riding within Sunriver on the other. The route through Sunriver can be done (slower) on separated bike paths, where a Sunriver map will come in handy. Otherwise, riders can get back to Sunriver via US 97 and Spring River or Cottonwood Roads.



On the Bend end, riders can bypass downtown by using the new southern Deschutes River crossing via Reed Market Road, then use Brookwood south to Baker Road, then out to US 97. There is considerable traffic on Hwy 97. Watch for edge rumble strips in the bike lanes.
