

OutSpokin'

The Newsletter of the Bonneville Cycling Club

March-April 2026

Club Updates

by Penny Perkins

The riding season is just around the corner, and the Bonneville Cycling Club is already rolling into another great year on the road.

Whether you're new to BCC or have been riding with the club for years, we encourage you to join a ride, reconnect with fellow cyclists, and enjoy the camaraderie that makes our club so special.

2026 Awards Banquet

On February 7, we gathered for the 2026 BCC Awards Banquet. It was a wonderful evening of friendship, recognition, and celebration as we looked back on another great year of riding.

Many members were recognized for their accomplishments and contributions to the club, and several went home with new jerseys and awards. Events like this remind us how strong and supportive our cycling community truly is.

Thank you to everyone who helped organize the banquet and to all who attended.

Little Red 2026

Planning is already underway for Little Red 2026, the Bonneville Cycling Club's signature event.

Little Red is an incredibly important event for our club. It raises money for women's cancer research and also helps fund many of the club's events and jerseys throughout the year.

Tim Shea and the Little Red Executive

Committee are already working behind the scenes to make this another fantastic event. If you are interested in helping with planning or volunteering, we would love to have you involved. You can sign up on the [Little Red website](#) to volunteer.

As a BCC member, you also have the opportunity to help friends who missed the registration deadline. If someone you know would still like to participate in this year's ride, please contact Tim Shea to make arrangements.

Changes to the Commuter Challenge

At a recent meeting, the BCC board made a change to clarify the policy for the Commuter Challenge award. Starting with the 2026 year, the award will be given for completing **20 or more one-way trips** to or from work or other destinations, including club rides.

For the latest event and ride information, check out the [BCC Calendar](#)!

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Little Red relies on volunteer labor to make magic happen!

from Tim Shea

Last year, 344 people contributed about 3,200 hours. Well, we can use your help again.

If you are one of the many folks who have already signed up, thank you. But there are still plenty of jobs left. Please go to <https://www.lrrh.org/> and click on the "Volunteer" tab to look for opportunities. Most commitments are for a few hours to several hours on June 5 or 6.

If you are willing to serve as a lead volunteer, there are still two jobs left to fill. Contact Tim Shea at lrrideleader@bccutah.org to volunteer for one of these:

- We need a third leader to plant and retrieve course signs. It would be a shame for riders to get two-thirds of the way around a course and not know where to turn next. The commitment is for several hours on June 5 planting the signs and several more on June 6 retrieving them.
- For the more adventuresome gentlemen in the club, Little Red in drag wasn't able to make it this year. That also is a two-day commitment for several hours each. June 5 at the Lewiston Fairgrounds and June 6 at the Fairgrounds and rest stops.

As a thank you, all volunteers get a free ticket to

dinner on June 5, catered again by Huckleberry Grill, and a complimentary cap and shirt.

In addition, signing up for one of the two lead volunteer jobs earns you:

- A free entry into the ride, which you can forward to someone who can use it;
- A free Little Red jersey (four women's styles and one men's style to choose from); and
- Reimbursement for miles driven on the job.

Thank you to all of our club members and volunteers, and we hope to see you on June 5 & 6.

See the Little Red website for more information

<https://www.lrrh.org/>

Gregg Lott wins Spirit Award!

Most BCC awards, including the colorful jerseys that are handed out every February, recognize accomplishments on the bicycle: Rides completed or led, miles travelled or elevation climbed. But, there is one very special award that recognizes members who help everyone else get the most out of their rides. This is the **Spirit Award** that was established last year with the encouragement and financial backing of long-time BCC member Kate Little.

As stated in its charter, the goal of the award is to "emphasize sportsmanship and mentorship by an individual member of BCC, particularly as individuals' actions further the values of support, inclusion, motivation, fitness, kindness - any quality which encourage riders to participate, improve, and find joy in cycling." The inaugural awardee was Bee Lufkin, shown below receiving the award from Kate at the 2025 Awards Banquet.



For the 2025 BCC year, Gregg Lott was chosen for the Spirit Award, which was presented at the 2026 Banquet by John and Linda LeCain, who noted that "Greg's kindness, generosity, and steady presence don't always make headlines—but they are deeply felt and deeply valued by our members. He represents the very spirit of this club."

Here is Gregg receiving the award from John and Linda:



Perhaps Gregg is most widely known in the club as the leader of many Metric Series rides each year. As noted by John and Linda, Gregg, "stays back to ride with newer or slower riders, offering encouragement, patience, and quiet confidence when it's needed most. He makes sure no one feels left behind—and that kind of leadership matters."

Because of Gregg's quiet demeanor, you may not know that he also plays a major role in the organization of Little Red each year, serving on the Executive Committee for the event and organizing the central venue in Lewiston, a huge undertaking.

Greg was born in Cedar City, UT, where his cycling career began, and moved from there to Payson, and then Provo while growing up. After attending the University of Utah and Utah State University, he had a long career as an engineering geologist with the U.S. Bureau of Reclamation. He retired in 2015 and moved to the Salt Lake area to be closer to the Wasatch mountains, hiking, biking and skiing.

Greg joined BCC in 2018, and has been a stalwart member ever since. The Spirit Award formally recognizes what many of us have known for a long time: He is a great guy!

Ask a Ride Leader!

by Sally Ridesalot and Joe Goingslow

With the weather warming and everyone spending more time on the road, Sally and Joe are fielding some important questions about how to safely navigate traffic intersections. They may sound a little preachy here, but they are looking after everyone's safety!

Dear Sally,

At the start of every BCC ride, the leader reminds us that cyclists are required to follow all traffic laws. But, then at the first stop sign everyone rolls on through! When I asked about this, someone said, "Oh, that's an Idaho Stop!". What gives? What about red lights, and what do potatoes have to do with it?

Cautious Carol

Dear Carol,

You are wise to be cautious, especially at intersections! In most respects, cyclists are required to follow the same traffic laws as cars and other vehicles. But, there are some important exceptions, most of which (for Utah) are spelled out in [Utah Code 41-6a-S1105](#). This is an unusually short and clear bit of legislation, last amended in 2021, and is well worth reading!

With respect to stop signs, Utah (along with several other states) allows cyclists to, in effect, treat a stop sign as a yield sign. That is, you may ride past a stop sign without stopping, provided that you "slow to a reasonable speed" and yield the right of way to pedestrians and other traffic in the intersection. Idaho was the first state to implement a law like this, leading to the expression, "Idaho Stop".

A different section of the Utah Code, [41-6a-305](#), deals with traffic lights. In somewhat round about language, this section stipulates that a cyclist may ride past a red light after coming to a complete stop and waiting for at least 90 seconds; provided that there are no other vehicles or pedestrians in or entering the intersection.

You might also ask, "How should cyclists treat

four-way stops?" If you approach a four-way-stop intersection, and there are other vehicles already stopped there, they have the right of way. You must come to a stop (or slow down enough) and wait for vehicles that were already there to cross the intersection. If there are no vehicles stopped when you approach, you may cross without stopping. But, do so cautiously, making sure that there are no pedestrians entering the intersection and that any drivers approaching see you. (Bright clothing and lights help!)

When riding in a group, each cyclist is responsible for determining whether it is safe to pass a stop sign without stopping. You must be prepared to stop for approaching traffic (or stopped traffic at a four-way) and be alert to the possibility that riders ahead of you may stop. When stopping, be sure to alert those behind you, with a hand signal or call out, "Stopping". It is not lawful or respectful for a group of cyclists to ride through a four-way stop with traffic waiting for them. This is a sure way to increase the number of bike-hostile drivers!

It is equally important to approach intersections with traffic signals cautiously, especially when the lights are changing. When a light turns yellow, that is not a sign to speed up and see how many in the group can get through the intersection! If there is reasonable space to do so, slow down and stop at a yellow light, and alert the riders behind you. You should definitely not enter the intersection if the light is already red! If part of a group makes it through the intersection before the red light, but others do not, the faster group should stop or slow down so that the trailing group can catch up. Not only is this good for group morale, it reduces the incentive for riders to rush through an intersection when they shouldn't.

Also be cautious when approaching a light that has just turned green! As we all know, drivers as well as cyclists are prone to rush through yellow and even red lights. So, keep an eye out for any traffic that
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Ask a Ride Leader!

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may cross your path, even if it shouldn't be there!

Sally

Dear Joe,

I know that cyclists are supposed to ride as close to the side of the road as possible, but what should I do when I approach an intersection with a right-turn-only lane? Obviously, I don't want to be caught to the right of a car turning right.

Straightaway Stan

Dear Stan,

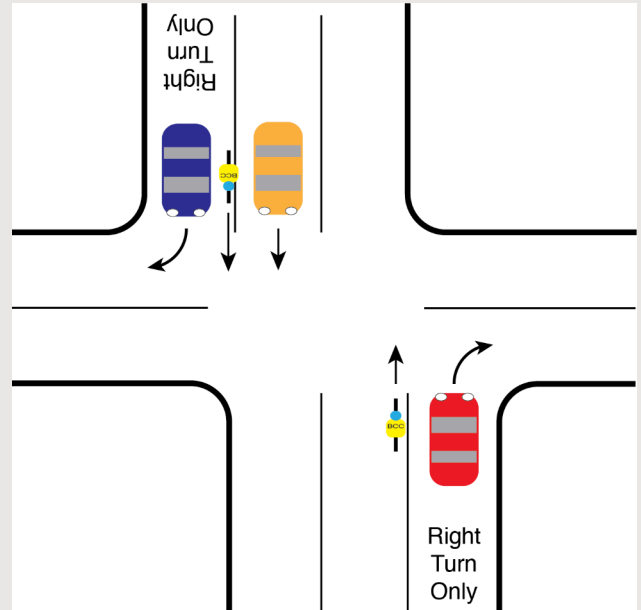
This is also a situation explicitly covered by [Utah Code 41-6a-S1105](#). The code specifies that a cyclist "shall ride as near as practicable to the right-hand edge of the roadway", but then lists several exceptions; generally situations that would be dangerous for the cyclist or others. One of the specific exceptions is the one you asked about: right-turn-only lanes.

Although the law allows cyclists to move away from the right-hand side when there is a right-turn-only lane, it's not specific about where a cyclist should move to, and this can depend on the situation and requires some judgement. In general, the primary goal is to avoid being trapped between the right side of the road and a car turning right. At the same time, we want to avoid becoming an obstacle to other traffic.

The drawing at the top of the next column illustrates a couple of the possibilities. If traffic is light, and the lane to the left of the right-turn-only lane is not heavily used, it is reasonable to move into the right side of that lane. This is the situation shown for the North-bound lane in the drawing, where the red car is about to turn right. Basically, the right side of the lane to the left is the "right-hand edge" of the part of the roadway that is accessible to the cyclist.

If the lane to the left of the right-turn lane also has cars in it, then the cyclist needs to negotiate space between the two lanes. This is the situation depicted in the South-bound lane in the drawing, with the cyclist between the blue and orange cars.

If, when you arrive at the intersection, and you take a position in the straight-ahead lane, and then a car



comes behind you, that is OK! You have a right to be in the lane, and the driver is required to give you space and not pass until it is safe. Again, though, we want to avoid being an obstacle whenever possible.

You will sometimes come across a lane that is marked as both a right-turn-only lane AND a bicycle lane crossing the intersection. This explicitly allows cyclist to stay in the lane, and you should take a position in either the center of the lane or the left-hand side of it, which will still allow a car to make a right-hand turn. But, if there is not enough space for both you and a car, side-by-side, a car behind you just has to wait.

In all of these situations, a group of cyclists should ride in single-file as they negotiate the intersection.

Joe

That's all for now! If you have questions for Joe and Sally, please send them to communications@bccutah.org.

Pavement Updates

by Keith Alleman

It is always important for ride leaders and ride participants to be aware of construction impacts on planned routes. As I type this, locations in the Salt Lake area like West Temple (1700S-1300S) and 2000E (2700S-3300S) are being impacted by local construction. And Salt Lake City continues, against the Legislature's headwinds, to add interesting commuting infrastructure (see item #3 below).

Here are some highlights for cyclists that are happening in the world of asphalt.

1. SLC has completed upgrades to 1300 East in Salt Lake County. The work included improvements for cyclists. There's now a multi-use path to take cyclists south from the southwest corner of Sugarhouse Park to 2700 South, and some enhanced crossings to try to get past that awkward triangle where 1300 crosses with Highland and changes names to Richmond. From that point there is now a striped cycle lane extended to Elgin, roughly 3000 South.
<https://www.1300eastslc.com/>
2. Users of the SLC east bench should take note that during this summer a new Pedestrian Hybrid Beacon (HAWK) signal should be installed to get people on Gilmer Drive (about 970 South) across 1300 East. And resurfacing of Gilmer from 1300E westbound to Douglas (1250E) is part of the city's ambitions for 2027.
<https://www.slc.gov/transportation/2025/03/25/gilmer-crosswalk/>
3. UDOT and Salt Lake City partnered to build a multi-use trail along the south side of 400 South, from 900 West to 200 West—including the viaduct bridge over the railroad tracks. Construction is complete and it will officially open in spring 2026, once it is warm enough to do some paint treatments.

In addition, here are a trio of news items to celebrate, in short-, medium-, and long-term.

- In the short-term, crossing 3300S at roughly 1850E (Melbourne to the north, Honeycut to the south) has long been the most headachy part of many an east bench club ride. Well, that intersection is currently getting a full-fledged stoplight to allow safer use. So that crossing should soon be much more pleasant (as long as you get John McCall to come on the ride so he can press the signal button for you). As of February the poles and signals were installed but not quite in service yet. Soon!
- In the medium-term, remember City Creek Canyon (Salt Lake County) is scheduled to reopen for 2027.
- In the long long-term, UDOT has announced a project to add cycling infrastructure connecting Payson, Santaquin, and Goshen in Utah County. The details are a little tricky to interpret from the project information released so far but it looks like a good portion of the new amenities will be separate bicycle paths.... think like the Mountain View Corridor or the Legacy Parkway path. Implementation, though, is dependent on funding and likely some passel of years away.

New Members in January and February

Lisa Burkdull
Bryan Bear
Braden Betteridge
Kimberly Francom
Tom Knopp
Jennifer Nelson
Mark Shannon
Alyson Walker
Jane Webb

Welcome!

Donate a Bike!

The John Volken Academy (JVA), located just north of the Center Street Legacy bike trail, allows men an environment to maintain sobriety while working in their moving company or thrift store. Selected second-year students are allowed to bike for fitness and enjoyment. These men need good used bikes in working condition.

- **What types of bikes are needed?**

Road, mountain, or hybrid bikes in good working condition.

- **Other items needed:**

Helmets, bike pumps, bike repair kits, etc.

- **Drop off location and time:**

John Volken Academy Thrift Store
95 Foxboro Drive, Suite 200
North Salt Lake, UT 84054
9:00 AM to 6:00 PM, Mon. - Fri.,
9:00 AM to 5:00 PM, Sat.

Please let the attendants know that you are donating your bike for the students at the JVA.

If you need someone from the JVA to pick up the bike, call 801.989.5936 to make arrangements.

The JVA is a 501(c)(3) organization, and your donation is tax-deductible. For more information about the organization, see:

<https://volken.org/>

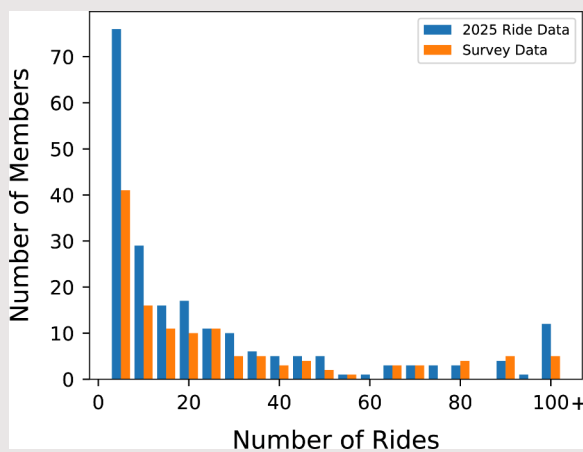
Thank You Very Much!

2025 Survey Results

by David "Data Nerd" Goldenberg

Last November, at the end of the 2025 BCC ride year, members were invited to share their opinions and experiences in the club through an anonymous survey. An impressive 147 members completed the survey, almost half of our current membership! Thank you!

To see how well the respondents represent the overall membership, we can look at how many club rides they participated in. The graph below is a bit complicated, but bear with me.

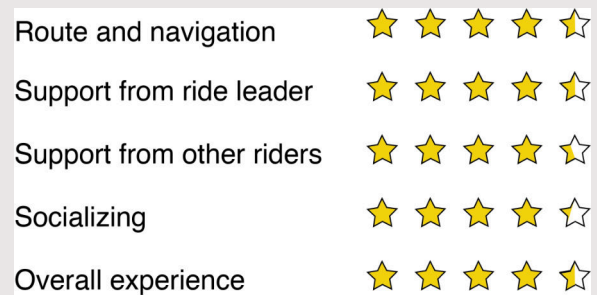


The graph categorizes members by the number of rides they participated in the 2025 year. The blue bars are all of our members, from the sign-up sheets (and processed through Jason's amazing web page). For instance, about 75 members participated in one to five rides. In total 211 members participated in at least one ride. The median number of rides per member was 10, but several members did over 100!

The orange bars show the number of rides reported by the survey respondents. As might be expected, members who did the fewest number of rides were less likely to complete the survey than those who had done more. But, otherwise, there is a good match between the survey respondents and the members who participated in rides.

In one part of the survey, we asked members to rate their experiences on rides, on a one-to-five scale, and the responses show that most of us have had

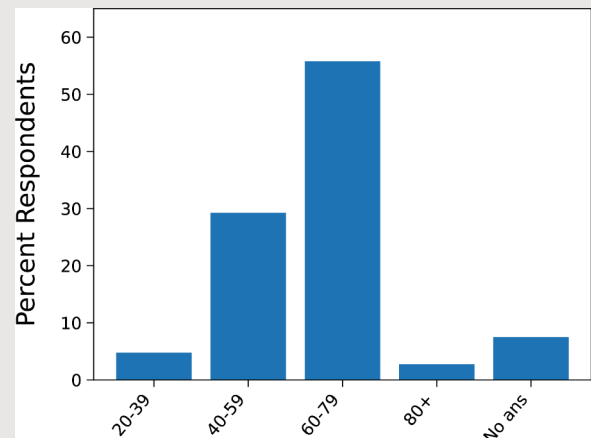
very good experiences, indeed:



In spite of these very positive ratings, there were also lots of suggestions for improvements, some of which I will come to later.

The survey also asked for a bit of demographic information, including gender, age, ride preferences and zip code. 40% of the respondents were female, 53% male, and 7% declined to answer that question.

This is unlikely to be a surprise to many, but the distribution of ages among respondents was quite skewed towards the "mature" end:



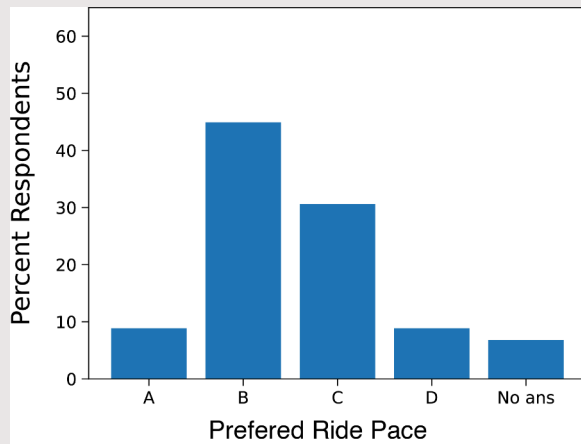
There is significant turnover in the club membership each year, and it is important that we continue attracting members who will become active participants and leaders.

The results were a little more surprising (to me at least) when we asked members about how they (continued on next page)

2025 Survey Results

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viewed themselves as riders and their preferred ride paces. The graph below shows the percentages of respondents who said that they generally preferred to ride at A, B, C or D paces.



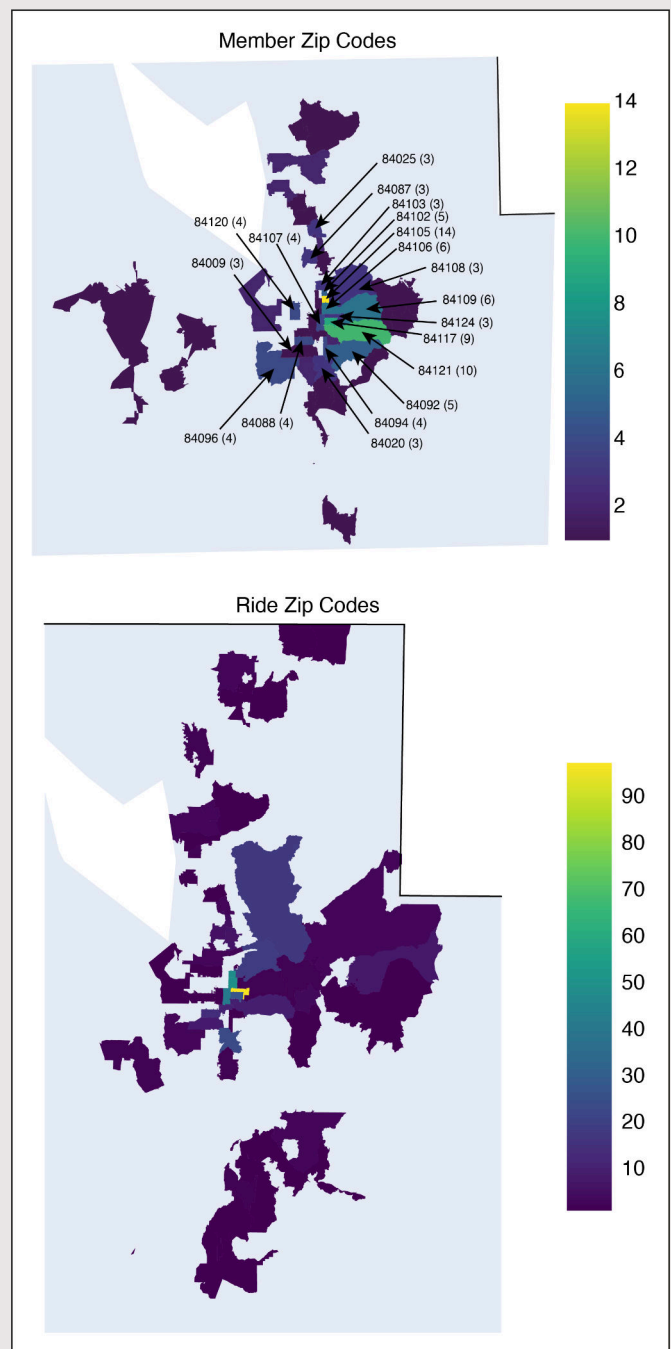
Although most respondents prefer A or B paces, almost 40% say that they prefer slower paces. In comments, a number of people also expressed frustration at being dropped on rides or asked for more slowly paced rides.

Another frequently expressed concern is that BCC rides are concentrated in areas that are not close to where some members live. So, we asked members to identify their home zip codes.

The responses are shown in the color coded map at the upper left of the next column. All of the zip codes with three or more members are labeled (with the number of members in parenthesis), and the brighter colors represent zip codes with the most members. The unlabeled zip codes (dark blue) have one or two members. (Two members living in Washington County are not included.) The concentration of members in the eastern part of Salt Lake City is quite striking.

The map at the lower left shows the locations of BCC rides in 2025, using a similar color scheme. Our rides cover a much wider area than our homes, but there is also a concentration on the east side of Salt Lake. Part of the apparent concentration reflects a few rider leaders who organize a very large number of rides near their homes.

The BCC Board and ride leaders are working to encourage more rides that address the wishes of our members that have emerged from the survey.



January and February in Pictures

Photographs by Robin Perkins

Polar Bear Ride, Chili Cook-off and Ride Leader Training - January 24th



[More Polar Bear Photos!](#)

January and February in Pictures

Photographs by Robin Perkins

Annual Banquet - February 7th



[More Banquet Photos!](#)

January and February in Pictures

Photographs by Robin Perkins

Annual Banquet - February 7th



[More Banquet Photos!](#)