



**LEBANON PEDESTRIAN & BICYCLIST ADVISORY  
COMMITTEE  
OCTOBER 7, 2025 - 7:00 PM  
COUNCIL CHAMBERS, CITY HALL OR  
REMOTE VIA VIRTUAL PLATFORM  
LEBANONNH.GOV/LIVE**

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**1. Call to Order**

- A. To participate in this meeting, please [join live via Microsoft Teams](#) or call 929-229-5356 (access code: 831 281 448#). If you have trouble accessing this meeting, please [email Catheryn Hembree](#).

**2. Approval of Minutes**

- A. September 2, 2025

**3. Open to the Public**

**4. Study Items**

- A. Updates on Existing Projects  
B. Dark Riding Safety  
C. Locations in Lebanon: Ped-Bike Safety and Recommendations  
D. 2026 Project Discussion: Cyclist Map of Lebanon

**5. Other Business**

**6. Future Agenda Items**

**7. Adjournment**

**The order of agenda items is subject to change.**

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DRAFT

**PEDESTRIAN & BICYCLIST ADVISORY COMMITTEE  
REGULAR MEETING MINUTES  
MEETINGS ROOM 1 – CITY HALL &  
REMOTE VIA VIRTUAL PLATFORM [LebanonNH.gov/LIVE](http://LebanonNH.gov/LIVE)  
7:00 PM, SEPTEMBER 2, 2025**

**MEMBERS PRESENT:** Colin Smith (Chair); Sean Dittrich (Vice Chair); Erling Heistad (City Council); Alan Schnur (Alt); Trenton Meckenstock; Nelson Rooker; Ben Swanson (Alt); Tim Gilbert

**MEMBERS ABSENT:** Kellen Appleton (Planning Board); Jared Toon (Alt); George Sykes (City Council, Alt)

**STAFF PRESENT:** Catheryn Hembree (Associate Planner)

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1 **1) CALL TO ORDER:**

2  
3 Vice Chair Dittrich called the meeting to order at 7:00 PM.

4  
5 *Ben Swanson sat for Kellen Appleton.*

6  
7 **2) APPROVAL OF MINUTES**

8 **A. July 15, 2025**

9  
10 *A MOTION was made by Mr. Swanson to approve the meeting minutes of July 15, 2025, as presented.*

11 *Seconded by Mr. Heistad.*

12 *\*The vote on the MOTION was approved (7-0).*

13  
14 **3) OPEN TO THE PUBLIC:**

15 **A. Starr Hill Neighborhood Speed Limit Concerns**

16 Haynes Bunn explained that this neighborhood's streets feel dangerous. The speed limit feels too fast for  
17 the area. There are many hills and retaining walls, which lead to sight distance issues. A petition was  
18 created, and 33 signatures have been obtained so far. The intention is to try to lower the speed limit and  
19 design the street to be safer. Sarah Riley agreed that the area is particularly unsafe for children, and she  
20 knows of at least one accident dealing with a child in this area. The group is hoping for the Committee's  
21 support. A bill may need to be introduced to the State in order to lower the posted speed limit below  
22 25mph in a neighborhood. Hanover posts some streets at 20mph. The neighborhood has tried reaching out  
23 to the Police Department regarding this concern, but a study determined that the volume of cars was not  
24 high enough to install a stop sign.

25  
26 The Committee discussed the possibility of certain safety measures, such as speed tables or painting  
27 methods to narrow lanes. The nearby intersections could also be studied in order to determine if  
28 mitigation could be useful.

29  
30 The Committee agreed to create a list of potential mitigation recommendations to go before the Public  
31 Safety Committee for review.

32  
33 **4) STUDY ITEMS**

34 **A. Crash Data**

1 Mr. Schnur reviewed crash data involving pedestrians and bicyclists by year from 2006-2024. There were  
2 more bicyclist crashes in 2023 and 2024 than since 2015. The number of crashes overall seem to be  
3 increasing over time.

4  
5 The Committee agreed to seek out additional data in order to obtain details that would be of help.

6  
7 **B. Bicycle Friendly Community Designation Application - Due June 17, 2026**

8  
9 Ms. Hembree asked if the Committee would like to reapply for the Bicycle Friendly Community  
10 Designation. This is a data-heavy application and there is not much of a benefit to the designation itself.  
11 The Committee agreed that it would like to focus on obtaining additional crash data instead of spending  
12 time on the designation application.

13  
14 **C. Planning Board Item: Mount Support Rd, Marek West Conceptual Review**

15  
16 Ms. Hembree explained that Marek West is proposing to start Phase 2. A concept design has been  
17 submitted to the Planning Board, and the Committee is being asked to review this. There was discussion  
18 that the proposal seems to surround the living space with a parking lot. There are no bicycle parking  
19 improvements proposed. A bike repair stand could be considered. If the parking was placed along the  
20 edges of the area, there would be space for communal gathering areas. There was discussion regarding  
21 sidewalk access to the bus stop.

22  
23 **5) OTHER BUSINESS**

24  
25 Ms. Hembree stated that she walked the new Mascoma River Greenway last week. Crossing the train  
26 trestle was difficult.

27  
28 **6) FUTURE AGENDA ITEMS**

29  
30 Mr. Schnur noted that he was walking the Northern Rail Trail and there is a section that has a 30mph  
31 speed limit along it. This should be changed to 25mph. He also asked about regulations for flashing lights  
32 in terms of safety. The Committee discussed potential signage that mentions this.

33  
34 **7) ADJOURNMENT:**

35  
36 *A MOTION was made by Mr. Heistad to adjourn the meeting. Seconded by Mr. Meckenstock.*

37 *\*The vote on the MOTION was approved (7-0).*

38  
39 **The meeting was adjourned at 8:45 PM.**

40  
41 Respectfully submitted,  
42 Kristan Patenaude, Recording Secretary



Expert Advice / Cycling

# Tips for Winter Bicycling

Ken Knapp

530 Reviews



When winter arrives, a lot of cyclists go into hibernation. But with the right preparation and mindset, winter riding can be highly rewarding. Trading a commute by car for a commute by bike can absolutely be done. You'll steer clear of snarled traffic, crank up your heart rate and burn through a serious number of calories. You'll also arrive at work fully energized, with the smug satisfaction (justly earned) of having already accomplished something before your workday has even begun.

Another plus is that bike paths and trails that are thronged in summer are transformed, becoming blissfully crowd-free in the wintertime.

The following tips can help you continue riding happily through the winter months:

- **Ease into winter riding.** Conditions are more challenging than riding in warmer seasons, so start with shorter rides to get acclimated and get your gear worked out.
- **Ride the bike you already know.** You're used to how your bike handles; no need to buy a winter-specific bike—just add or upgrade a few components on your current one.
- **Gear up to see and be seen.** Prepare for riding after dark by significantly beefing up your lighting, including bright headlights, safety lights and reflective gear.

- **Check and adjust your tire pressure.** Air pressure loss happens faster in cold temps; inflate tires to the low end of the recommended range. Consider switching to grippier tires.
- **Dress for warmth.** Wear [layers](#) so you can adjust to changing conditions; you also need rain gear, [gloves](#), and a warmer helmet and [bike shoes](#).
- **Winterize your riding tactics.** If a bike lane or shoulder has muck or ice, take the right traffic lane instead. Ride relaxed to improve handling on bumpy, icy or wet roads.
- **Clean and cover your bike.** Grime and/or ice can build up quickly on winter roadways and, in turn, on your drivetrain, frame and other components.
- **Keep electric bike batteries warm.** Cold temps drain the battery quickly, so store yours indoors and use riding tactics that conserve power.

We'll cover urban and commuter cycling in this article, but many of these tips also apply if you plan to ride on gravel roads or mountain bike trails in winter.

**How cold is too cold to ride?** It's too cold any time you wouldn't be comfortable—and aren't prepared—to walk as far as you planned to ride. If your bike breaks down and can't be ridden, you might have to do just that.

**Fat-tire biking:** Special mountain bikes outfitted with extremely wide tires let you ride on snow-packed terrain in the wintertime. To learn more about this option, sign up for one of REI Co-op's [bike classes and rides](#) that introduce you to this fast-growing sport.

## Ease Into Winter Riding

Winter cycling is not an all-or-nothing proposition. Start slow to help build confidence, hone skills and shake down your gear. Overextending too soon can lead to disappointment, whereas short, fun rides can fuel enthusiasm to keep going. If you have a long commute to work, the following strategies can help:

**Take public transportation part of the way.** Many buses and trains have bike racks or storage areas.

**Drive part of the way.** Parking and riding your bike the rest of the way shortens the ride and lets you avoid hazardous commute segments.

**Alternate riding days.** Bike the full commute every other day or every third day.

## Ride a Bike You Already Know

Bikes designed for use on both pavement and dirt are better bets in slippery conditions, but any bike you ride in other seasons can be adapted for winter riding.

Ice and grime build up more quickly on drivetrains during the winter, and suspension systems are more sluggish in cold temps, so some people prefer to ride an older, more basic bike. That might mean a bike with fewer gears and shocks only in the front (or no shocks at all). For wet-weather braking, a bike with disc brakes works better than one with rim brakes.

Regardless of the bike you have, you can set it up for winter conditions. Lighting and [tires](#) are the most important considerations (covered below). Add [fenders](#) to shield against tire-sprayed snow, water and muck. Fit an [insulated water bottle](#) into your [bottle cage](#) and fill that bottle with a warm beverage (even warm water) to help take the chill off.

## Gear Up to See and Be Seen



Daylight is fleeting in the winter so prepare to ride in total darkness. That means bright lights and an impossible-to-ignore amount of reflectivity. Batteries drain more quickly in the cold, so fully charge batteries before any ride, and carry spare batteries for non-rechargeable lights.

### [Bike Lights](#)

Get the brightest lighting you can afford, especially in front. Two light sources in front and two in the rear provide backup should a light fail; they also provide multiple points of visibility.

**Front lights:** Your brightest one goes on the handlebar; the other light goes on your arm or helmet, so you can direct it independently from the handlebar-mounted light.

**Rear lights:** Place your brightest flashing safety light on the back of your bike and the other one on your helmet, pack or clothing. Deploying the lights that way will make it so that the motion of the two lights differs slightly, which can more effectively attract a driver's attention.

**How bright is bright enough?** Assume you won't have street lights everywhere. A minimum brightness for the front handlebar-mounted light would be 500 lumens; in rear, the minimum would be 100 lumens. The secondary lights, front and rear, don't have to be quite as bright.

Learn more shopping tips in [How to Choose a Light for Your Bike](#).

## [Reflective Bike Clothing](#)

Most bike clothing, unless it's made solely for off-road riding, has reflective trim. The more reflective elements you have, the better. If you already have dependable rain gear that lacks reflectivity, wear a [reflective vest or bands](#) over it.

At a minimum, you want a driver approaching from any direction to detect at least one reflective element. You can also add [reflectors or reflective tape](#) to your bike, clothing or bike bags to increase visibility.

## Check and Adjust Your Tire Pressure

Inflate tires to the low end of their pressure range. All tires list a range of acceptable pressures (usually on their sidewalls). Riding on tires pumped up to the low ends of their range puts more tire surface in contact with the road, improving traction. A “softer” tire also absorbs bumps, which helps you maintain control if you hit a pothole or rough patch.

**Check tire pressure before every ride.** This might be the most overlooked routine maintenance task in cycling. Tires lose a small amount of pressure over time, and cold temperatures also reduce air pressure. Get into the habit of checking and adjusting tire pressure before every ride. This task is more important than ever if your tires are at the low end of the pressure range; a small amount of pressure loss can put you on tires that are outside the acceptable range.

**Consider switching to knobbier and/or slightly wider [bike tires](#).** Tires with deeper, knobbier tread grip better on mucky, wet or slushy surfaces. Wider tires put more surface area on the road, providing more traction. Your bike may accept only certain tire widths, so do some research and [talk to a bike tech](#) to be sure a different tire will fit. Learn more buying tips in [How to Choose Bike Tires](#).

An option for icy or snowy roads is [studded bike tires](#) that work like studded tires on cars. In severe conditions, the high cost of studded bike tires can be a worthwhile investment.

**Flat prevention.** [Changing a flat tire](#) in cold, stormy conditions isn't fun or easy, so getting puncture-resistant tires or tubes might be wise. [Tubeless tires](#) are another consideration, because they are less susceptible to flats than tires with tubes. (Learn [when to upgrade to tubeless tires](#).) A simple, moderately priced way to add flat resistance to a tubed tire is to install a [tire liner](#) between your tube and your wheel rim. For more tips, read [How to Prevent a Flat Tire](#).

## Dress for Warmth



Just as with other outdoor activities, layering [bike clothing](#) is the right strategy for winter cycling. Start out feeling a little cool because you'll warm up as you ride. If you don't warm up enough, though, you want the option to add another layer from your bike bag. It's also wise to have a warm jacket for rest or repair stops because you chill quickly when you're not pedaling.

If the weather is really cold, you also want to have a wicking [base layer](#) under your bike clothing. At the very least, you need warm [tights](#), a warm long-sleeve [jersey](#) and a waterproof [cycling jacket](#) and [pants](#). You don't have to buy bike-specific clothing for all your layers, though specialized cyclewear has features that make you more visible and comfortable as you ride.

**Cycling headwear:** A cycling cap or skullcap that fits under your helmet adds a surprising amount of warmth. For severe cold, consider a [face mask](#) or a helmet that covers more of your head. Some helmets can be used for more than one activity (snow/cycle) and feature interchangeable liners to adjust their warmth. Add [goggles](#) to protect your eyes.

**Bike gloves:** Bike gloves that are fully waterproof can keep your hand dry and warm in winter. Find the warmest pair of gloves that still afford you full control of your brakes and shifters. You also need them to grip well in wet weather.

**Bike footwear:** Most cycling shoes have a snug fit for pedaling efficiency, so some winter riders switch to different cycling footwear that's slightly larger to accommodate thicker socks. Adding wind- and waterproof [shoe covers](#) is another way to enhance warmth. Having treaded soles in winter is important to provide traction whenever you have to be off your bike.

**Handwarmers and footwarmers:** Great accessories for any winter activity, air-activated warmers that slip inside your gloves or shoes can be a godsend on bitterly cold days. Warmers don't heat up instantaneously, so break them out of their sealed packaging a few minutes before your ride.

## Winterize Your Riding Tactics

While the far right of the road might seem like a place to stay out of harm's way, that's not necessarily the case in any season. The immediate curb area is where plowed snow, muck and

broken glass accumulate. Also, the farther right you are, the harder it is for drivers to spot you in the dark.

**Take up the lane:** Riding in the middle of the right-hand lane makes you more visible and deters drivers from trying to squeeze by as they pass. (Instead, they're apt to move a full lane to the left.) You'll also be keeping your bike farther away from roadside debris. Note: If the road has a bike lane that's full of snow or other hazards, then ride in the right-hand car lane instead.

**Ride relaxed:** Locked knees and elbows make it harder to react smoothly. Instead, stay loose and use your legs to absorb any motion created when running over snowy ridges or other road rubble. Be alert and ready to steer around ice, slick leaf-covered surfaces or tire-piercing debris.

Watch out for areas with melted snow because it will likely refreeze overnight. Bridge decks and low spots are also prone to ice formation. If you end up rolling over an icy or slippery patch, then try to coast across without braking or steering.

## Clean and Cover Your Bike

Even with fenders, snow and road grit can glom onto bike parts, especially the chain and drivetrain. Minimize muck accumulation to help keep everything working more smoothly. So regular maintenance, a good idea in any season, is essential in the wintertime.

**Clean and lube:** Wipe down your chain, drivetrain and other bike parts immediately after an especially grimy ride (at least once weekly if you ride regularly). Also do a more thorough [clean and lube](#) every few weeks. When you're done with either a wipedown or full cleaning, lightly recoat your chain and drivetrain with a "wet" [lube](#) (one made for wet/dirty climates). You don't want a dry chain in the wintertime.

**Clean your brakes:** Always wipe down your brakes after snowy or dirty rides, and make sure the contact surfaces with the wheels are clean.

### Shelter for Your Bike

Rain and freezing temps are hard on a bike, so it's best to store yours indoors if at all possible. The next best place is under a carport, a building eave, a covered porch or garage, sheltered from rain and snow. You can also purchase a [bike cover](#), or improvise one out of a tarp or an old BBQ cover in a pinch. If you do have to leave your bike outside and it gets frozen, thaw the moving parts before riding it. You can speed up the thawing process by bringing your bike into a warm indoor space.

## Keep Electric Bike Batteries Warm

E-bike batteries drain more quickly in cold temperatures, so minimize how long the battery is outdoors. While you can't do anything about the temperature outside when you ride, you can remove the battery each night and store it inside a heated room.

For some batteries, you can buy a separate cover to help keep them warmer during a ride, too. Cover or no cover, assume your range will diminish in winter, and ride conservatively to maximize battery life. That means more time in eco mode and less in turbo mode.

Learn other e-bike care tips in [Intro to Electric Bike Maintenance](#).

## An All-Season Mindset

With thoughtful preparation, you and your bike can roll happily along all year round. Combine that with a sense of adventure and a little perseverance, and who knows? Come summertime, you might even find yourself counting the days until next winter's riding season.

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*Remember: Safety is your responsibility. No internet article or video can replace proper instruction and experience—this article is intended solely as supplemental information. Be sure you're practiced in proper techniques and safety requirements before you engage in any outdoor activity.*

*Depending on who you are or where you live, riding at night may feel risky or intimidating, especially for members of communities that most often face barriers to safety outside such as deciding when, where and how to venture out, especially at night. Local chapters of cycling organizations like [Black Girls Do Bike](#) and [People for Bikes](#) can provide additional helpful information about how to cycle safely in your area.*

Related articles

[How to Choose Bike Lights](#)

[How to Choose Bike Tires](#)

[How to Fix a Flat Tire](#)

[What to Wear on a Bike Ride](#)

[Bike Chain Cleaning and Maintenance](#)

[How to Choose Bike Racks and Bags](#)

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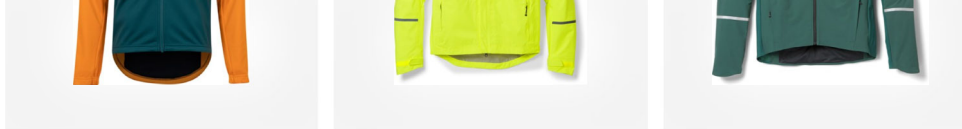
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### Authors



**Ken Knapp**  
*REI Editor Emeritus Ken Knapp became a member in 1977 and went on to work for more than 36 years at the co-op. A father of daughters (thriving) and monitor of marmots (threatened), Ken is also a big fan of sustainability and sharing the ball.*

### Contributing Experts



**Sean O'Connor**  
*Certified Technician Sean O'Connor has managed REI's Ann Arbor, Mich., bike shop for 10+ Years. When he's not hiking with his dog Rory, you find him kayaking the Great Lakes, hunting in the big woods, or riding all the single-track he can find.*

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That's why we've put together some great resources to make you a smarter, stronger, and more confident cyclist. You can find tips on basic repairs, gearing up, picking a route, and all sorts of other stuff. So what are you waiting for - start your quest for inner peace and enlightenment right here with our Clever Cyclist Tips:

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## GET THE KNOW-HOW YOU NEED!

At Love to Ride, we've put together a compendium of things we think are worth sharing. Whether you're a new rider or an experienced one, there's something here to help you overcome a barrier to riding or to help boost your motivation!

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WINTER WHEELERS USA

December 1st - 25th

**Ends in 9 days!**

To register:

Log in (</usa/pages/info?locale=en-US>) or Sign-up (</usa/pages/info?locale=en-US>)

## ANNOUNCEMENTS

Tweets by @LovetoRide\_



Love to Ride  
@LovetoRide\_

Fantastic Michael, a huge achievement! 🚲❤️

What are your [#RideResolutions](#) for 2021? [#WinterWheelers](#) [lovetoride.net](https://www.lovetoride.net)  
<https://twitter.com/MBRoberts4004/status/1338922407193686016>

Love to Ride

Love to Ride is all about getting more people enjoying and discovering...  
[lovetoride.net](https://www.lovetoride.net)

2h



Love to Ride  
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Congratulations Eric in [#Bristol](#) and Chris [@DSA\\_Airport](#) who won lights from [@BerylBikes](#) for riding yesterday 🙌💡

Log your rides for [#WinterWheelers](#) to win prizes and unlock discounts from [@ProvizSports](#) [@BerylBikes](#) and [@loff\\_cc](#) 🚲❤️📍 [lovetoride.net](https://www.lovetoride.net)

LOVE TO RIDE



[#WinterWheelers](#)

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WINTER WHEELERS USA STATS

**64** ORGANIZATIONS

**9,094** PARTICIPANTS

**229** NEW RIDERS

**736,637** MILES

**43,596** TRIPS

**23,745** LBS CO2

USA ALL TIME STATS

**14,994**

ORGANIZATIONS

**236,290** PEOPLE

**53,099** NEW RIDERS

**195,078,307** MILES

**16,184,236** RIDES

**30,476,723** LBS CO2

**LEARN MORE (</USA/PAGES/INFO?LOCALE=EN-US>)**

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For Riders (</mysite?locale=en-US>)

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