



## MINUTES

### GOVERNANCE AND PRIORITIES COMMITTEE MEETING

Monday, November 24, 2025, 1:00 P.M.  
Shaw Auditorium, Vancouver Island Conference Centre  
80 Commercial Street, Nanaimo, BC

Members:

- Councillor T. Brown, Chair
- Mayor L. Krog
- Councillor S. Armstrong
- Councillor H. Eastmure (entered at 1:06 p.m.; vacated at 1:07 p.m.; returned at 1:35 p.m.)
- Councillor B. Geselbracht (vacated at 1:24 p.m.; returned at 1:36 p.m.)
- Councillor E. Hemmens
- Councillor P. Manly
- Councillor J. Perrino
- Councillor I. Thorpe

Staff:

- D. Lindsay, Chief Administrative Officer
- B. Sims, General Manager, Engineering and Public Works
- S. Gurrie, Director, Legislative Services
- P. Rosen, Director, Engineering
- J. Rose, Manager, Transportation
- F. Mah, Transportation Engineer
- N. Sponaule, Strategic Initiatives Advisor
- L. Young, Recording Secretary

1. CALL THE MEETING TO ORDER:

The Governance and Priorities Committee Meeting was called to order at 1:00 p.m.

2. INTRODUCTION OF LATE ITEMS:

(a) Add Agenda Item 6(a)(4) Report titled "Options for School Zone Regulation".

3. APPROVAL OF THE AGENDA:

It was moved and seconded that the agenda, as amended, be adopted. The motion carried unanimously.

4. ADOPTION OF THE MINUTES:

It was moved and seconded that the minutes of the Governance and Priorities Committee Meeting held in the Shaw Auditorium, Vancouver Island Conference Centre, 80 Commercial Street, Nanaimo, BC, on Friday, 2025-OCT-31, at 9:00 a.m. be adopted as circulated. The motion carried unanimously.

5. AGENDA PLANNING:

(a) Upcoming Topics and Initiatives

Sheila Gurrie, Director, Legislative Services, spoke regarding topics and initiatives scheduled for upcoming Governance and Priorities Committee (GPC) meetings.

6. REPORTS:

(a) Connected Nanaimo:

(1) Bradley Street Traffic Calming

Introduced by Bill Sims, General Manager, Engineering and Public Works.

Councillor Eastmure entered the Shaw Auditorium at 1:06 p.m.

Councillor Eastmure declared a conflict of interest as she lives in the vicinity of Bradley Street and vacated the Shaw Auditorium at 1:07 p.m.

Fraser Mah, Transportation Engineer, provided an overview of the report included in the agenda package.

Committee and Staff discussion took place. Highlights included:

- BC Emergency Health Services (BCEHS) was consulted and did not express any concerns regarding the design
- Historically, there was a Development Cost Charge project planned for the area; however, the project did not go through
- Feedback received included potential increased traffic on Rosehill Street; however, it is anticipated that drivers will shift their route to Townsite Road as they become familiar with the change

- Concern regarding the potential stop sign at the top of Wall Street, as drivers could have difficulty stopping on a steep hill in the snow. Staff noted that this was considered during the design period
- The potential to expand the E&N Trail along the train tracks; however, the narrow ridge lines would make this option challenging and costly
- Confirmation that Rosehill Street residents received notices regarding the community survey

Councillor Geselbracht vacated the Shaw Auditorium at 1:24 p.m.

- There is a high volume of traffic calming requests, which are currently handled in the order they are received
- The importance of collecting feedback from ambulance drivers as this route is regularly taken to and from Nanaimo Regional General Hospital
- The stop sign at the top of Wall Street could be removed after the fact; however, consideration must be made regarding the confusion caused by changing signage
- Concern regarding the current method of implementing traffic calming projects on a first come first served basis. Staff will be working to update the Traffic Calming Program to determine the best way to reprioritize these types of projects
- The importance of community feedback regarding traffic calming projects
- Concerns regarding cyclists transitioning from the dedicated bike path on Holly Avenue to the shared vehicle lane on Bradley Street and the potential confusion this could cause

It was moved and seconded that the Governance and Priorities Committee recommend that Council direct Staff to complete design and implementation of Bradley Street Traffic Calming Option 1 as presented in the Staff Report titled "Bradley Street Traffic Calming" dated 2025-NOV-24. The motion carried.

Opposed: *Councillors Brown and Manly*

Councillor Eastmure entered the Shaw Auditorium at 1:35 p.m.

Councillor Geselbracht entered the Shaw Auditorium at 1:36 p.m.

(2) Lost Lake Road Traffic Calming

F. Mah, Transportation Engineer, provided an overview of the report included in the agenda package.

Committee and Staff discussion took place. Highlights included:

- The potential to add cement blocks to separate pedestrians from vehicle lanes; however, the narrow roadway makes it difficult to create dedicated walkways for pedestrians
- The potential to add a three-way stop at the Tanya Drive and Lost Lake Road intersection. Three-way stops can be dangerous if drivers begin habitually ignoring the stop signs due to usually low traffic at the intersection
- Concern that the traffic medians at Hiquebran Road and Smokey Crescent push drivers closer to pedestrians
- Concern that the Vanderneuk Road and Rutherford Road intersection is not included in the scope of the Lost Lake Road Traffic Calming project
- Staff aim to strike a balance with traffic calming measures by adding enough features to calm traffic without making the area treacherous to navigate
- Not all traffic incidents are reported to ICBC; however, ICBC is a consistent and reliable source of vehicle incident data
- The potential to include additional bollards on the outside of the lanes at Smokey Crescent in order to improve pedestrian safety at an estimated cost of \$6,000 to \$8,000
- Bollards could create a false sense of security for pedestrians
- Staff will return to Council to advise them if adding bollards to the outside lane is not possible prior to adoption of the design

*- The remainder of this page is intentionally left blank -*

It was moved and seconded that the Governance and Priorities Committee recommend that Council direct Staff to complete design and implementation of Lost Lake Road Traffic Calming Phase 2 as outlined in the Staff Report titled "Lost Lake Road Traffic Calming" dated 2025-NOV-24.

It was moved and seconded that the motion be amended to add the words "and include bollards on the outside of the lanes around the Smokey Crescent intersection" after the word "2025-NOV-24".

The vote was taken on the amendment.

The motion carried.

Opposed: *Mayor Krog, Councillors Armstrong, Perrino, and Thorpe*

The vote was then taken on the main motion, as amended, as follows:

It was moved and seconded that the Governance and Priorities Committee recommend that Council direct Staff to complete design and implementation of Lost Lake Road Traffic Calming Phase 2 as outlined in the Staff Report titled "Lost Lake Road Traffic Calming" dated 2025-NOV-24 and include bollards on the outside of the lanes around the Smokey Crescent intersection.

The motion, as amended, carried unanimously.

(3) Traffic Calming Program Update

F. Mah, Transportation Engineer, provided an overview of the report included in the agenda package.

Committee and Staff discussion took place. Highlights included:

- Staff would work with Council to identify priority elements to include in the prioritization framework, then the framework would be maintained at a Staff level after that
- While each traffic calming project has different site-specific needs, Staff would need to determine how much could be standardized across all projects to create a consistent approach
- Speed bump and speed hump heights are informed by the site-specific context such as higher heights in school zones
- Concern that Local Service Area agreements may favour Parent Advisory Councils (PACs) or neighbourhood groups that are more involved in the community

(4) Options for School Zone Regulation

Introduced by B. Sims, General Manager, Engineering and Public Works.

Jamie Rose, Manager, Transportation, provided an overview of the report included in the agenda package.

Committee and Staff discussion took place. Highlights included:

- Staff looked into the idea of turning all school zones into playground zones; however, this option could potentially create several unnecessary speed reductions around smaller parks
- The phased approach to site-specific bylaws would allow for nuanced discussion around the needs of each school and surrounding neighbourhood
- Commended the work of the Public Safety Committee in providing feedback

It was moved and seconded that the Governance and Priorities Committee recommend that Council:

- a. Rescind Council Policy COU-118 - School Zone Signing Guidelines (Attachment E of the Staff Report titled "Options for School Zone Regulation" dated 2025-NOV-24).
- b. Adopt the *School Neighbourhood Speed Limit Policy* (Attachment F of the Staff Report titled "Options for School Zone Regulation" dated 2025-NOV-24).
- c. Direct Staff to draft and present site-specific bylaws for speed limit reductions in the vicinity of elementary schools, with a phased approach.

The motion carried unanimously.

7. QUESTION PERIOD:

The Committee received no questions from the public regarding agenda items.

8. ADJOURNMENT:

It was moved and seconded at 2:38 p.m. that the meeting adjourn. The motion carried unanimously.

CERTIFIED CORRECT:

---

CHAIR

---

CORPORATE OFFICER