

The motions recorded in **SRD 427/25 through 429/25** represent a major strategic win for your "**Forward**" platform, marking the official launch of the region's first comprehensive **Active Transportation Network Plan (ATNP)** for Electoral Area D. By securing a **\$50,000 provincial grant** and awarding the professional contract to **E. Lees & Associates Consulting Ltd.**, the Board has moved to modernize regional safety and pedestrian infrastructure without increasing the direct tax burden on local property owners.

1. Technical Context: Modernizing Regional Mobility

This project initiates a sophisticated engineering review designed to transform Area D's transportation network from reactive traffic management into a **proactive, accessible system**.

- **Focus on Safety:** The plan specifically targets safety improvements along the **Highway 19A corridor**, identifying areas that require physical separation from vehicles for residents accessing local beaches.
- **Community Connectivity:** Key objectives include creating safe pedestrian and cycling links for the **Glenmore Road Business Centre** and addressing high-risk traffic backlogs at **Crawford Road** during school drop-off times.
- **Design Standards:** The study will align with the **B.C. Active Transportation Design Guide**, utilizing ICBC and anecdotal crash data to prioritize infrastructure where it is needed most.

2. Fiscal Stewardship: Leveraging Federal & Provincial Dollars

The handling of motion **SRD 428/25** serves as a primary exhibit of your results-oriented financial strategy 9, 10:

- **Zero-Taxpayer Cost:** By securing a **\$50,000 provincial grant** and matching it with **\$50,000 from Area D's Community Works Fund (Gas Tax)**, you are delivering this high-value technical study at **zero additional cost** to local property taxpayers 11, 12.
- **Grant Readiness:** This professional network plan is a prerequisite for the Regional District to apply for much larger **provincial and federal capital grants** required to actually build the sidewalks, bike lanes, and trails identified in the study 3, 5, 13.
- **Strategic Reserving:** This follows your established pattern of aggressively utilizing federal transfers—such as the **\$150,000 transit surplus** you previously secured—to protect local reserves for future community assets 14-16.

3. Governance Dynamics: Building a Functional Majority

The procedural handling of these motions demonstrates your ability to lead through **functional collaboration** even amidst a term defined by political polarization:

- **Bipartisan Support:** Substantive motion **SRD 428/25** was moved by you and seconded by **Director Robyn Mawhinney** (Area C), showing that when the focus is on **data-backed safety infrastructure**, the Board can move past "targeted administrative friction".
- **Area D/City Synergy:** Partnering with **Director Doug Chapman** (Campbell River) to award the contract (SRD 429/25) reinforces the pro-stability alliance between Area D and the City to achieve shared regional safety goals.

In summary, carrying motions **SRD 427/25 through 429/25** transitions Electoral Area D

toward a modern transportation framework 3. It documents your role as a **stable, effective representative** who prioritizes regional health and grant-supported safety services over the isolationist tactics of your opponents 1129, 1150, Query.