

Smarter signals and better movement

I will pursue more reliable journeys through better timing, detection and maintenance. The objective is to move people safely, not simply buy systems labelled AI.

WHAT I WILL BRING FORWARD

- Audit controllers, sensors, communications and actual delay. Vancouver already has traffic cameras and signal technology; identify the gaps before purchasing replacements.
- Test adaptive control at 20–30 intersections on selected corridors, comparing it with good conventional retiming. Include bus priority, emergency access and safe pedestrian clearance.
- Require independent before-and-after evaluation, comparable control periods, open interfaces, ten-year costs and safe local fallback if communications fail.
- Share poles, conduit and power where useful. Keep traffic control, public Wi-Fi, parking enforcement and public-safety data under separate permissions and security.

Delivery. Start with an asset baseline and a competitively procured pilot. Use grid power and wired links where practical; solar and cellular sensors need site-specific winter-power, reliability and cost assessment.

Public measures. Measure person-delay, travel-time reliability, bus performance, pedestrian waits, cycling detection, stops, crashes and operating cost. Treat fuel savings as measured or modelled estimates, labelled accordingly.

Conditions. No guaranteed citywide percentage improvement or claimed vehicle-repair saving. Routine traffic sensing should minimize identifiable images and tracking. Work with TransLink on regional routes and service, without promising powers the City lacks.

Connects to: 13, 15, 17, 19

Evidence notes: S10 in the full policy package.