

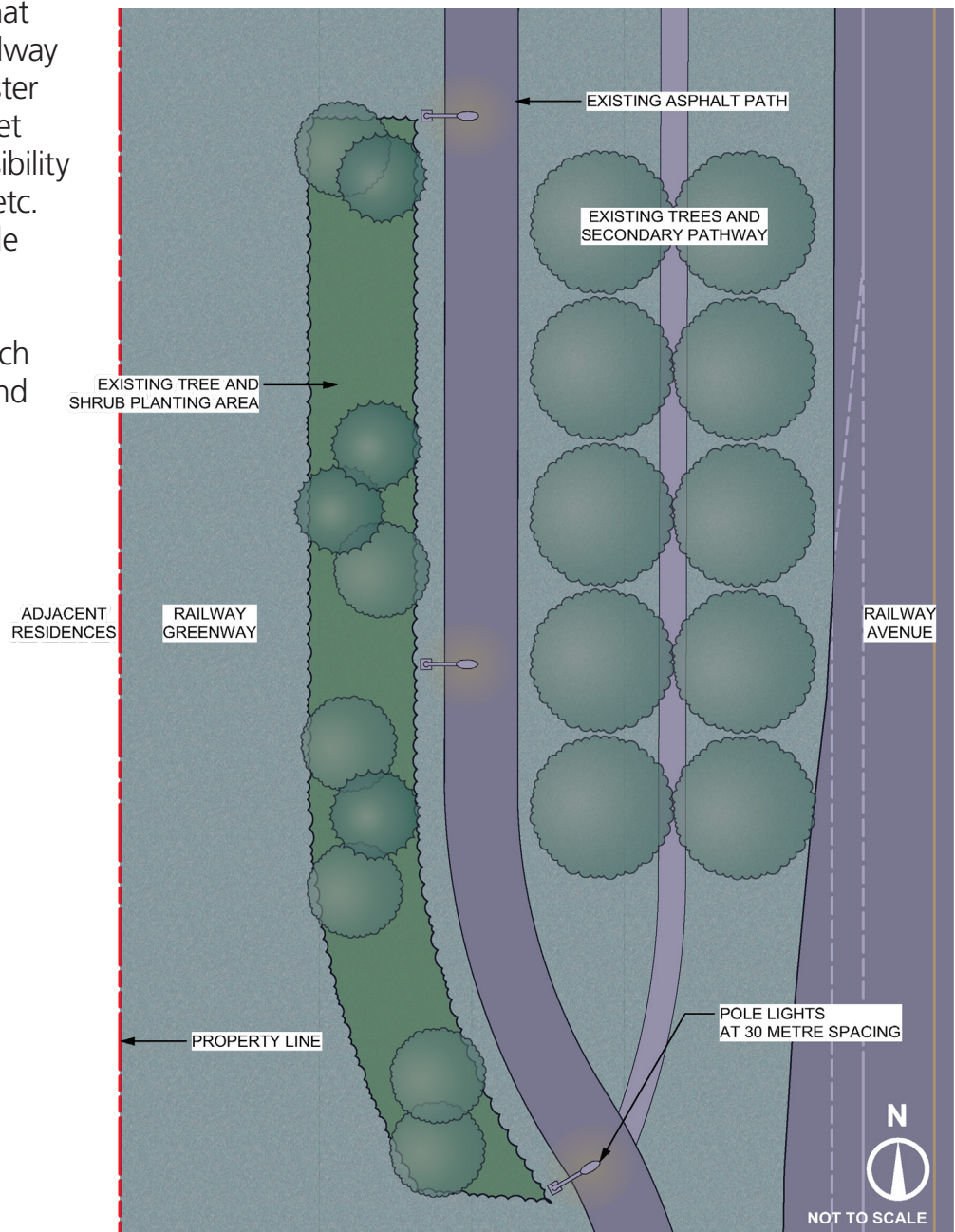
Railway Greenway Lighting Engagement



A number of lighting strategies are possible:

Strategy A: Functional, Continuous Lighting

This approach would ensure that light levels along the entire Railway Greenway (between Westminster Highway and Garry Street) meet City standards, adopted accessibility guidelines and best practices, etc. This strategy would require pole lights spaced at approximately 30 metres on centre. Of the possible strategies, this approach is anticipated to have the second highest cost.



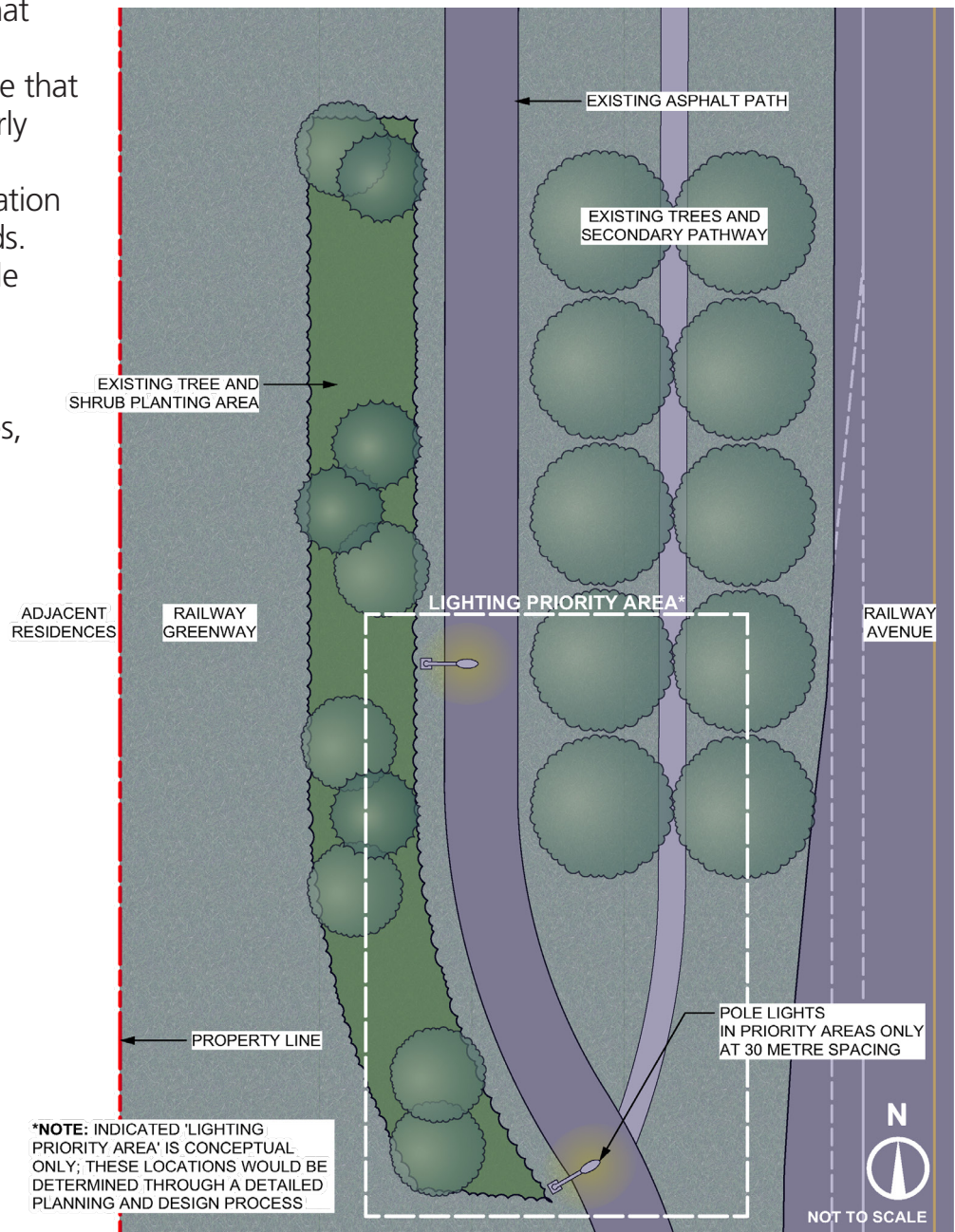
Note: The lighting strategy options indicated on these plans are schematic only. They are intended to visually communicate the approximate arrangement, quantity, and general style of light fixtures that corresponds to each strategy at a conceptual level. Pending the results of this community engagement process and direction from Council, any prospective lighting strategy would require a detailed planning and design process to determine next steps.

Railway Greenway Lighting Engagement



Strategy B: Functional, Intermittent Lighting

This approach would ensure that light levels within established lighting priority areas (i.e., those that are determined to be particularly dark and pose the greatest challenges from a safety/navigation standpoint) meet City standards. This strategy would require pole lights spaced at approximately 30 metres on centre within established lighting priority areas. Of the possible strategies, this approach is anticipated to have the lowest cost.



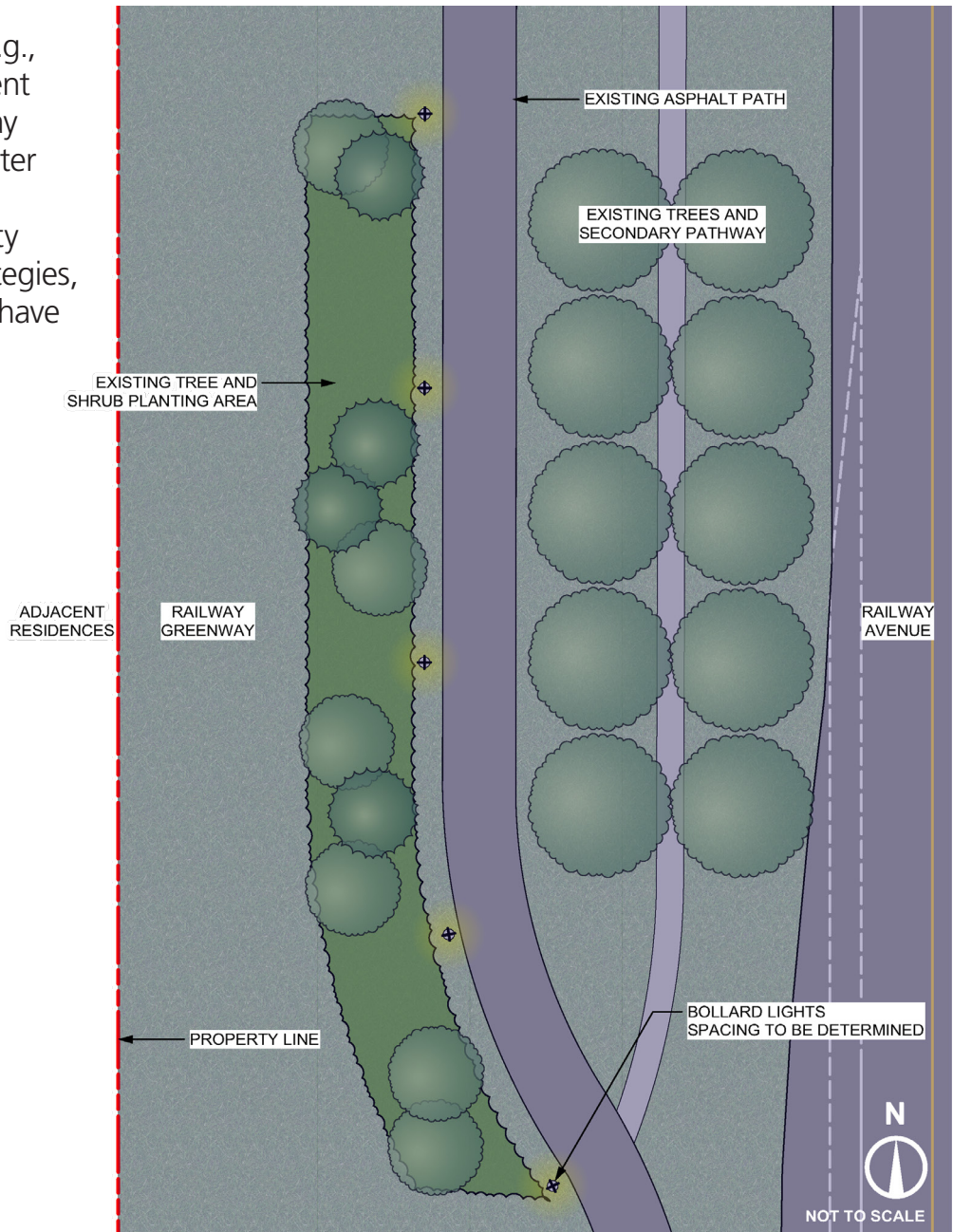
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Strategy C: Ambient, Continuous Lighting

This approach would utilize alternative lighting elements (e.g., bollard lights) to provide ambient lighting along the entire Railway Greenway (between Westminster Highway and Garry Street). Light levels would not meet City standards. Of the possible strategies, this approach is anticipated to have the highest cost.



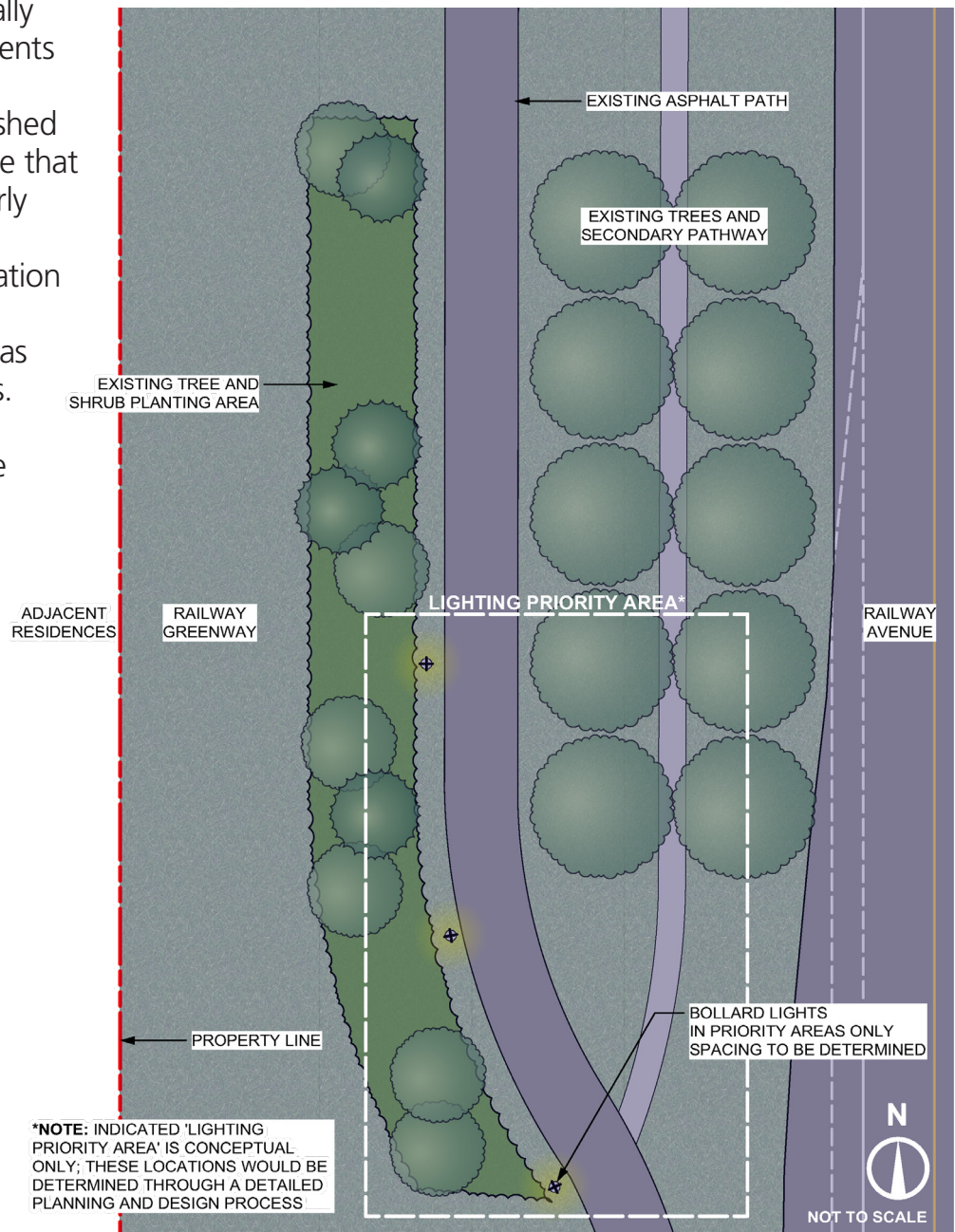
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Railway Greenway Lighting Engagement



Strategy D: Ambient, Intermittent Lighting

This approach would strategically locate alternative lighting elements (e.g., bollard lights) to provide ambient lighting within established lighting priority areas (i.e., those that are determined to be particularly dark and pose the greatest challenges from a safety/navigation standpoint). Light levels within established lighting priority areas would not meet City standards. Of the possible strategies, this approach is anticipated to have the second lowest cost.



Note: The lighting strategy options indicated on these plans are schematic only. They are intended to visually communicate the approximate arrangement, quantity, and general style of light fixtures that corresponds to each strategy at a conceptual level. Pending the results of this community engagement process and direction from Council, any prospective lighting strategy would require a detailed planning and design process to determine next steps.

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Potential Lighting Types



*Example of pedestrian scale pole lights along multi-use path on Sea Island
(photo credit: City of Richmond)*



Example of bollard lights (photo credit: Albert Leuchten)

Note: The lighting styles shown in the above images are representative only. Specific fixtures, spacing, quantities, and locations would be determined through a future planning and design process.