



Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

www.cityofhomer-ak.gov

City of Homer Agenda

Economic Development Advisory Commission Worksession

Thursday, September 23, 2021 at 5:30 PM

City Hall Cowles Council Chambers In-Person & via Zoom Webinar

Webinar ID: 930 0383 2890 Password: 266231

Dial: 346-248-7799 or 669-900-6833; (Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER 5:30 P.M.

AGENDA APPROVAL

DISCUSSION TOPIC(S)

- A. Wayfinding-Streetscape Plan Project
 - i. Pedestrian Sign Overview
 - ii. "Where We're at in the Process" Overview

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COMMENTS OF THE AUDIENCE (3 minute time limit)

ADJOURNMENT

Next Regular Meeting is **TUESDAY, OCTOBER 12, 2021 at 6:00 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

PEDESTRIAN SIGN OVERVIEW

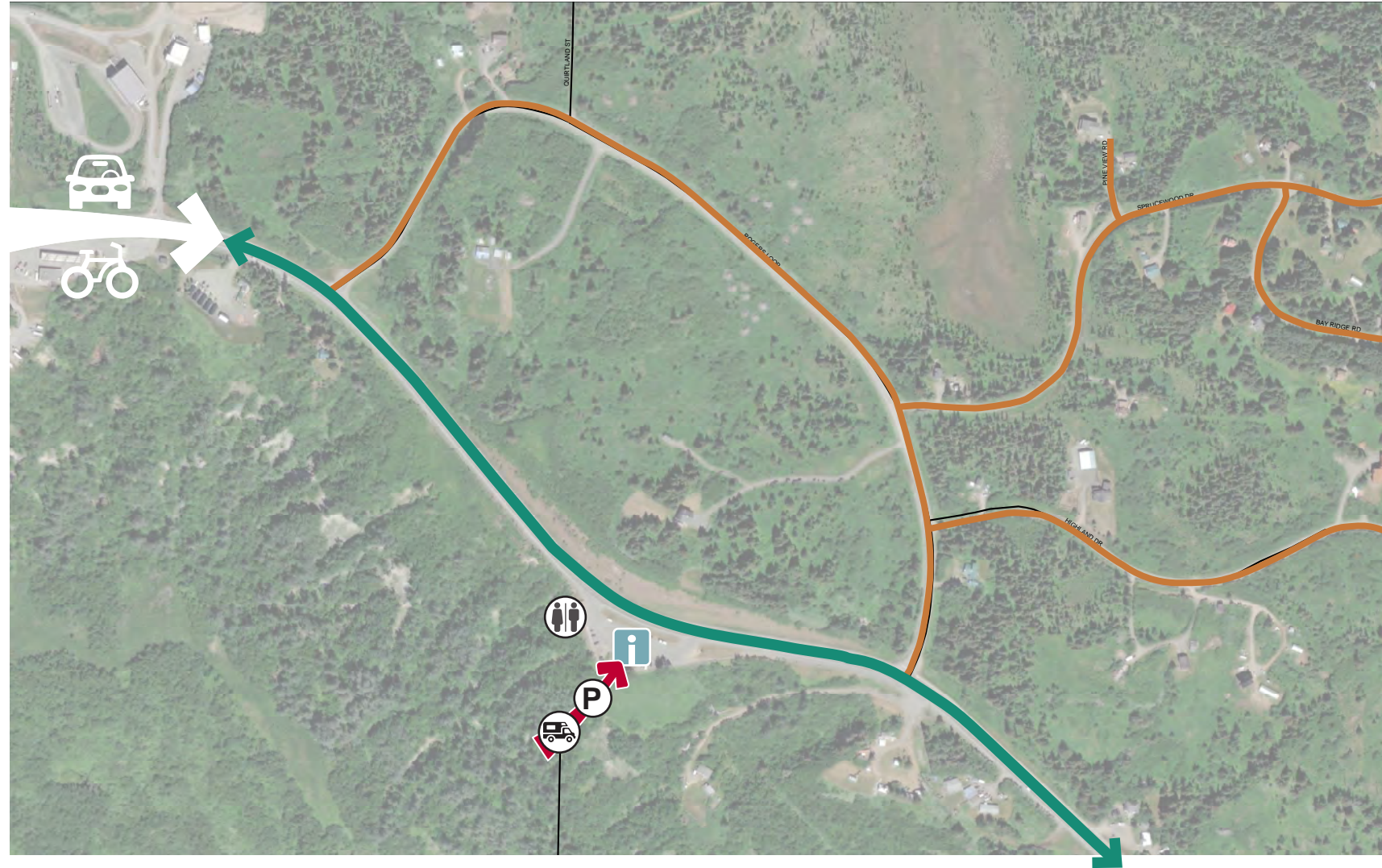


sheet to be used for overview similar to vehicle section if needed

Areas where vehicles are expected to park are good locations to place an information kiosk. Locations where pedestrians enter into a 'destination area' are also good for an information kiosk to show them where they are in relation to the City of Homer, and also for enlarged information on the area. These could logically be paired with gateway signage for intuitive wayfinding. These highly visible cues will be especially important where routes are not intuitive.



BAYCREST OVERLOOK



Information Kiosks

Baycrest Overlook

This sign will likely be the first sign that someone sees on their visit to Homer. The intent for this sign is to orient people to Homer, help them find and prepare themselves for destinations (such as knowing where to park), prepare them with general information for how they will experience Homer (such as RV or bicycling), alert them to specific safety information (such as Tsunami), and possibly change or expand where they might go and what they might do during their time in Homer.

Information at the Baycrest Overlook should focus on:

- Orientation to Homer
- Wayfinding: Identification of civic destinations
- Safety: Tsunami
- Safety: Wildlife
- Guidance: Parking
- Guidance: RV Expectations
- Guidance: Walking/Bicycling in Homer
- Regulation: General

TRAILS

Trail/Pedestrian Route

RESOURCES

- Visitor Services
- Public Toilet

NEW WAYFINDING

Information - Homer

ACCESS/PARKING

- On-site public parking
- Possible adjacent parking, none on-site
- Space for on-site RV parking for park and walk
- Information Hub & Available Parking

DOWNTOWN & OLD TOWN



Information Kiosks

Chamber of Commerce and Library

The signs at these locations may be the first sign that someone sees on their visit to Homer. The intent for this sign is to orient people to Homer, help them find and prepare themselves for destinations (such as knowing where to park), prepare them with general information for how they will experience Homer (such as RV or bicycling), alert them to specific safety information (such as Tsunami), and possibly change or expand where they might go and what they might do during their time in Homer.

Information at these locations should focus on:

- Orientation to Homer
- Wayfinding: Identification of civic destinations
- Safety: Tsunami
- Safety: Wildlife
- Guidance: Parking
- Guidance: RV Expectations
- Guidance: Walking/Bicycling in Homer
- Regulation: General

Chamber of Commerce, Library, Pioneer Ave Toilets, Bishop's Beach

Each of these locations provides information to help someone explore the area. The intent for these signs is to orient people to the area, help them find destinations, and possibly change or expand where they might go and what they might do in the area.

Information at these locations should focus on:

- Orientation to the area (also providing context with Homer)
- Wayfinding: Identification of civic destinations
- Wayfinding: Trails, trailheads, and pedestrian routes

TRAILS

Trail/Pedestrian Route

RESOURCES

- Visitor Services
- Public Toilet
- Civic Destination
- Park
- Trailhead

NEW WAYFINDING

- Information - Homer
- Information - Neighborhood
- Pedestrian Wayfinding

ACCESS/PARKING

- On-site public parking
- Possible adjacent parking, none on-site
- Space for on-site RV parking for park and walk
- Information Hub & Available Parking

Proposed pedestrian level information is very draft. Each trailhead should be provided with identifying signs, and wayfinding signs should be provided to connect people from key starting points (information kiosks?) to the trails. A discussion is needed how much pedestrian level signage is needed.

Main trailhead locations

Secondary trailhead locations

What road intersections should have ped signage

How often along a route should there be a ped sign/bollard

What gets shown as a "trail/ped route" VS. a sidewalk

Should we indicate where a trail is not associated with a road corridor?

OCEAN DRIVE



Information Kiosks

Homer Airport

This sign will likely be the first sign that someone sees on their visit to Homer. The intent for this sign is to orient people to Homer, help them find and prepare themselves for destinations, prepare them with general information for how they will experience Homer (such as bicycling), alert them to specific safety information (such as Tsunami), and possibly change or expand where they might go and what they might do during their time in Homer. This location would have less emphasis on vehicle information such as where to park.

Information at these locations should focus on:

- Orientation to Homer
- Wayfinding: Identification of civic destinations
- Safety: Tsunami
- Safety: Wildlife
- Guidance: Walking/Bicycling in Homer
- Regulation: General

Area information locations?

Each of these locations provides information to help someone explore the area. The intent for these signs is to orient people to the area, help them find destinations, and possibly change or expand where they might go and what they might do in the area.

Information at these locations should focus on:

- Orientation to the area (also providing context with Homer)
- Wayfinding: Identification of civic destinations
- Wayfinding: Trails, trailheads, and pedestrian routes

TRAILS

Trail/Pedestrian Route

RESOURCES

Civic Destination

NEW WAYFINDING

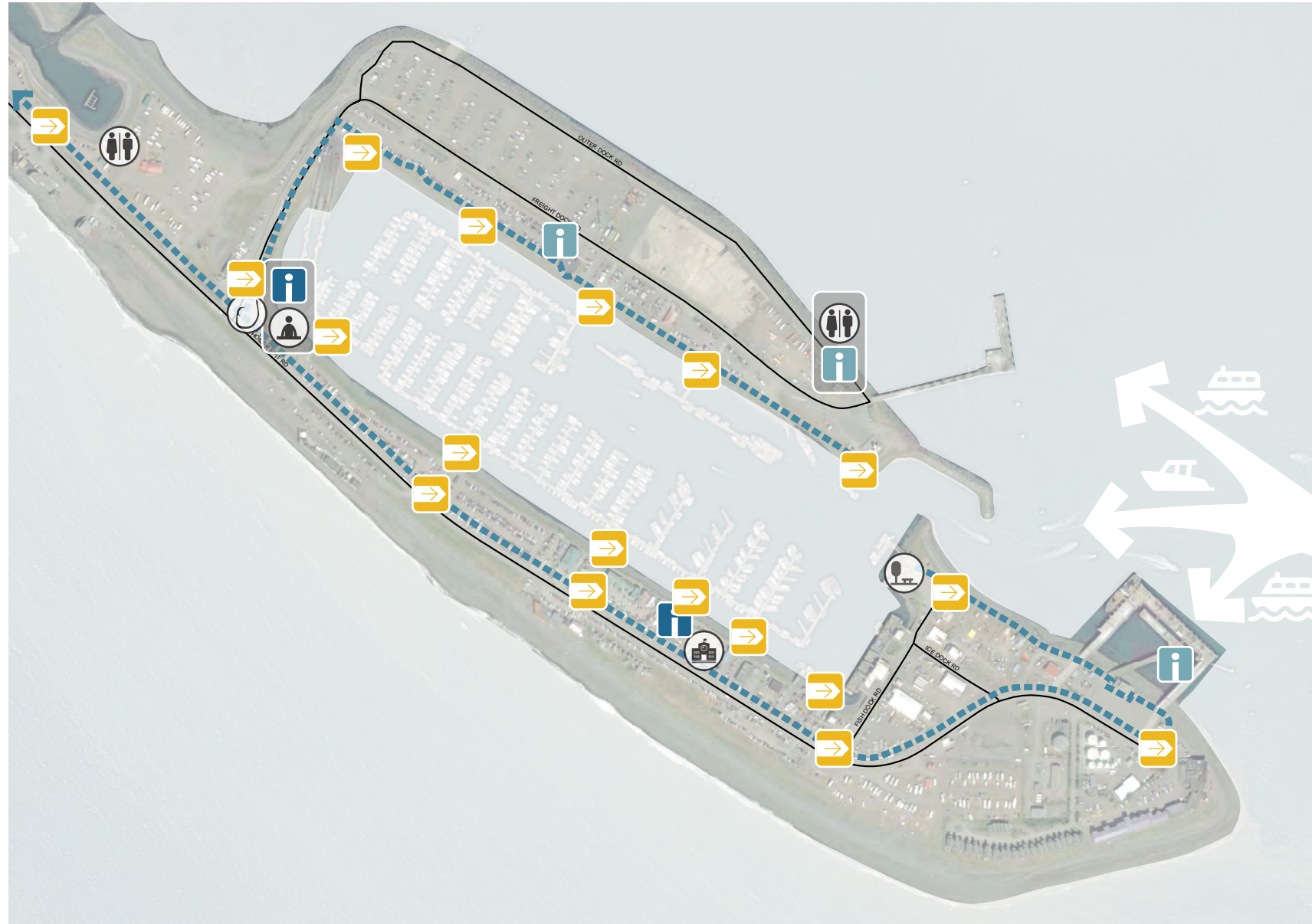
- Information - Homer
- Information - Neighborhood
- Pedestrian Wayfinding

ACCESS/PARKING

- On-site public parking
- Possible adjacent parking, none on-site
- Space for on-site RV parking for park and walk
- Information Hub & Available Parking

Proposed pedestrian level information is very draft. Each trailhead should be provided with identifying signs, and wayfinding signs should be provided to connect people from key starting points (information kiosks?) to the trails. A discussion is needed how much pedestrian level signage is needed.

HOMER SPIT



Information Kiosks

Ferry Terminals and Harbormaster's Office

These signs will likely be the first signs that someone sees on their visit to Homer. The intent for these signs is to orient people to Homer, help them find and prepare themselves for destinations, prepare them with general information for how they will experience Homer (such as bicycling), alert them to specific safety information (such as Tsunami), and possibly change or expand where they might go and what they might do during their time in Homer. This location would have less emphasis on vehicle information such as where to park.

Information at these locations should focus on:

- Orientation to Homer
- Wayfinding: Identification of civic destinations
- Safety: Tsunami
- Safety: Wildlife
- Guidance: Walking/Bicycling in Homer
- Regulation: General

Chamber of Commerce and The Boat House

Each of these locations provides information to help someone explore the area. The intent for these signs is to orient people to the area, help them find destinations, and possibly change or expand where they might go and what they might do in the area.





Information at these locations should focus on:

- Orientation to the area (also providing context with Homer)
- Wayfinding: Identification of civic destinations
- Wayfinding: Trails, trailheads, and pedestrian routes




TRAILS

 Trail/Pedestrian Route





RESOURCES

-  Visitor Services
-  Public Toilet
-  Civic Destination
-  Park

NEW WAYFINDING

-  Information - Homer
-  Information - Neighborhood
-  Pedestrian Wayfinding

ACCESS/PARKING

-  On-site public parking
-  Possible adjacent parking, none on-site
-  Space for on-site RV parking for park and walk
-  Information Hub & Available Parking

Proposed pedestrian level information is very draft. Each trailhead should be provided with identifying signs, and wayfinding signs should be provided to connect people from key starting points (information kiosks?) to the trails. A discussion is needed how much pedestrian level signage is needed.

Sign at each gangplank top, and road intersection beyond?

STREETSCAPE: Overview

The intent of this project is to select a suite of standard site furnishings that would be used for the City of Homer. The general criteria for this should be a balance of durability, cost, and aesthetics. Standardizing products helps to create continuity and simplify maintenance and procurement.

This project also has a specific intent of improving Homer streetscapes, with a focus on Pioneer Avenue. Existing decisions within this corridor hamper its development into a pedestrian-friendly streetscape, but where possible improvements should be made within the existing framework. The narrative on this sheet provides guidance for working within current conditions.

For future development, pedestrian scale lighting, sidewalk location and widths and integration with adjacent businesses. The narrative at the end of this sheet includes some guidance relating to possible future conditions.

A Good Streetscape

A good streetscape provides: beauty and comfort, facilitates commerce, and contributes toward sustainability in many ways (including economic, ecological and maintenance). A streetscape can also contribute to a sense of place, and create a desirable place to use and experience.

Streetscape Factors for Current Conditions

Good streetscape design balances the pressures and variables that influence any given area. The factors provided below give a general overview, and are not intended to be detailed or exhaustive. Other factors may exist, but these are the main ones that relate to current discussions for this project.

Visual Complexity

Provide a visually harmonious streetscape, with visual hierarchy to elements and a sense of order. This should be compatible with the potential wide variety of adjacent business and facility aesthetics. Streetscape elements (lighting, furniture, amenities) should be consistent and (typically) limited in variety.

Safety (Crime Prevention Through Environmental Design – CPTED)

Follow CPTED principles, with emphasis on allowing clear sightlines for active and passive surveillance. A clear area between 24” and 72” (min.) off the ground should be maintained, reducing the possibility for hiding.

Safety (Pedestrian Protection)

Provide implied or actual separation between vehicles and pedestrians in the form of continuous vertical separation (curbing/walls/bollards), implied separation (vertical objects such as light poles or trees), or horizontal distance.

Maintenance (Ongoing)

Provide sufficient clear sidewalk width for equipment movement without danger for potential damage to streetscape elements. All seasons must be considered.

Longevity (Materials & Installation)

Identify the desired life-span for project components, and determine materials and fabrication qualities that achieve those lifespans. Where components could be removed and reinstalled (such as benches), prioritize durability and high-quality.

Ensure that construction documents detail installations correctly to ensure longevity, maintain warranties, and ensure that streetscape installations operate as a ‘system’ where each part works well with others. Ensure that construction period administration and inspections verify (and enforce) the desired level of quality for components and installation.

Business Benefits (Usable Space)

Provide space for occasional or ongoing business-use in front of buildings. This contributes to an engaging/lively environment, and allows for flexibility (such as what we’ve discovered as a result of COVID 19 and social distancing).

Business Benefits (Ease Of Wayfinding)

Maintain or improve views from the street to buildings, businesses, or points of interest. Views and sightlines are critical to businesses success.

Landscaping

Street trees and planting beds are important for aesthetics and comfort within a streetscape. Regular placement of street trees can help to define and separate pedestrian and vehicular zones, and help to provide a human scale within a road corridor. Street trees should only be included if they can be provided with correct soil volumes and quantity (a healthy 10” caliper tree can require up to 700 cubic feet of soil) and be protected from chemical and physical damage. Plantings provide the same benefit for defining zones and creating comfort, and further enhance aesthetics.

Amenities (Bicycle Parking)

Provide convenient and quality bicycle parking.

Amenities (Seating)

Provide seating, with a significant proportion of seating having backs and armrests (critical for the elderly or people with physical limitations). Seating provides places for people to rest, relax and socialize.

Amenities (Artwork/Interpretation)

Prioritize aesthetic and educational opportunities within the streetscape to increase its attractiveness, interest, and function as a desired destination.

Streetscape Factors for Future Conditions

Pedestrians (Ease Of Movement)

Provide sidewalk open widths relative to expected pedestrian use. In order to minimize potential competition for this space, additional space should be provided at the front and back of the sidewalk to accommodate business and public uses that might otherwise intrude on pedestrian movement.

Design with universal access in mind. Americans with Disability Access guidelines establish minimum requirements and recommendations, and should be exceeded wherever possible to achieve barrier free design if not universal design.

Pedestrians (Ease Of Access From Vehicles)

If future conditions allow on-street parking, allow for movement between vehicles and sidewalks. Provide sufficient clear sidewalk area next to vehicles to allow door swing, access in and out of vehicles, and access to the main sidewalk area.

Lighting

Provide for minimum lighting levels for safety, and provide a lighting design that contributes to a vibrant and attractive streetscape. For Homer, this should have a focus on winter lighting. Provide convenient electric outlets for seasonal lighting (pole and ground mounted).

Maintenance (Lighting, Utilities)

As streetscapes are improved, ensure that conduit, junction boxes, and other infrastructure is in place to allow maintenance, flexible use, and utility growth/changes without significant construction impacts. Choose streetscape elements that can be maintained easily.

STREETSCAPE: BENCHES



Existing



Existing



Existing



Existing



Existing



Existing



Victor Stanley

**DRAFT FOR INITIAL DISCUSSION
 TO GET A FEELING FOR RANGE OF
 AESTHETICS FOR REFINED OPTIONS**

Criteria:

- Accessibility (Backs and arms, ergonomic)
- Durability (no or low maintenance)
- Design (consistent/subtle, or unique in special locations)
- Attachment (free-standing or surface-mount) (embedded?)



MM Cite



Landscape Forms



Landscape Forr



Maglin



Landscape Forms

STREETSCAPE: PICNIC TABLES



Maglin

Equiparc EP2630



Criteria:

- Accessibility (wheelchair access and mobility-friendly)
- Durability (no or low maintenance)
- Design (consistent/subtle)
- Attachment (free-standing or surface-mount) (embedded?)

Equiparc EP2850



**DRAFT FOR INITIAL DISCUSSION
TO GET A FEELING FOR RANGE OF
AESTHETICS FOR REFINED OPTIONS**



STREETSCAPE: LITTER BINS



Victor Stanley



Victor Stanley



Landscape Forms



Landscape Forms



Landscape Forms

Criteria:

- Accessibility (N/A)
- Durability (no or low maintenance)
- Design (consistent/subtle)
- Attachment (free-standing or surface-mount)

**DRAFT FOR INITIAL DISCUSSION
TO GET A FEELING FOR RANGE OF
AESTHETICS FOR REFINED OPTIONS**



MM Cite

STREETSCAPE: BIKE RACK



Existing



Existing



Existing



Landscape Forms



DERO



Maglin

Criteria:

- Accessibility (N/A)
- Durability (no or low maintenance)
- Design (consistent/subtle, or unique in special locations)
- Attachment (surface-mount) (embedded?)
- Special Criteria (two points of bike contact, branding)

**DRAFT FOR INITIAL DISCUSSION
TO GET A FEELING FOR RANGE OF
AESTHETICS FOR REFINED OPTIONS**



Victor Stanley



Landscape Forms

STREETSCAPE: MISCELLANEOUS

TBD

Banners, lighting, bollards TBD

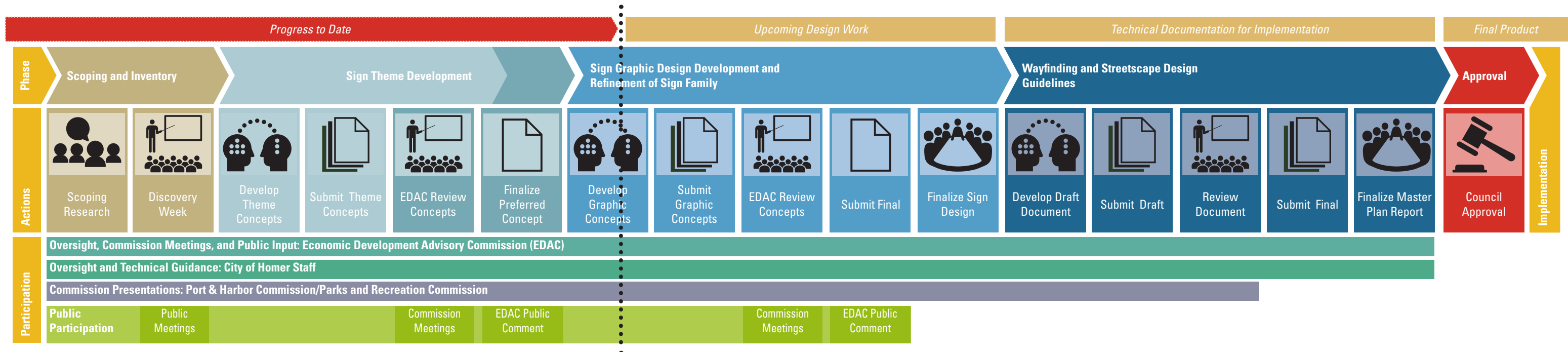
STREETSCAPE: Planting

TBD

List of selected plant species

Perhaps a few template designs?

WHERE WE ARE IN THE PROCESS





SIGN GOALS



Photo 1

This project has been tasked with two main goals: 1) Develop a functional wayfinding system that will be clear and help people to navigate around Homer, and 2) Develop a sign system that fits into and feels like Homer. The photos on this sheet show various locations, and the context within which signs will be located and need to function. An important discussion has been that Homer has a significant amount of existing signs, and many of these exhibit the artistic aspects that might represent 'Homer character'. From this, the intent is that the sign system should be easily recognizable and legible, but not compete with adjacent areas and signage. The sign framework should generally be simple, with some emphasis placed on the graphic design of panels to reflect the City and/or a particular area. Adjacent landscaping should be used to integrate the signs into an area, with the possible use of adjacent artistic components where visual emphasis is desired (such as gateways).



Photo 5



Photo 2



Photo 4



Photo 6



Photo 3



Photo 7

PREFERRED SIGN FAMILY

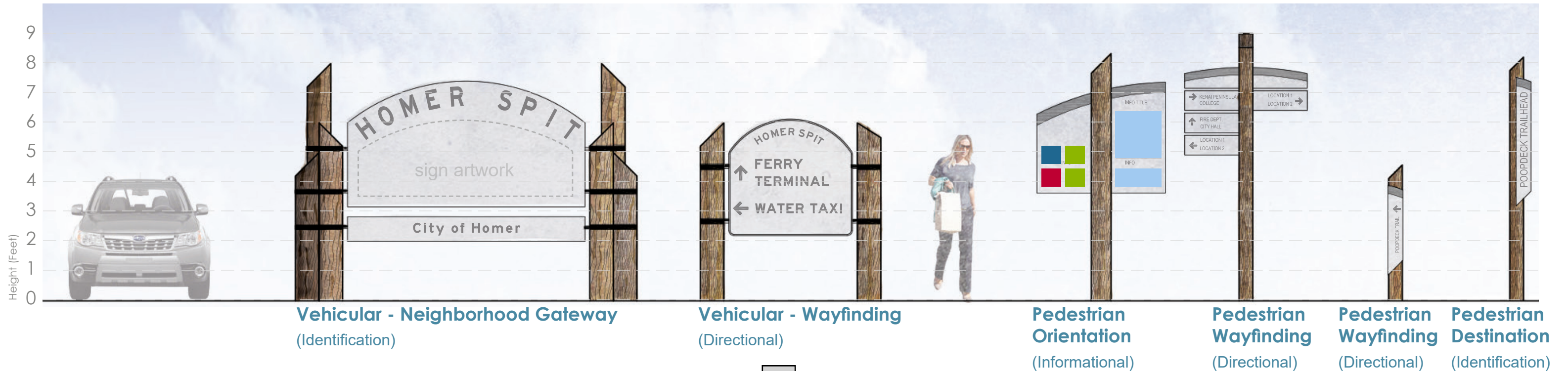


This is loosely marine-themed for the use of round timber similar to dock pile and bollards. The main sign panel could have significantly sized area-specific artwork.

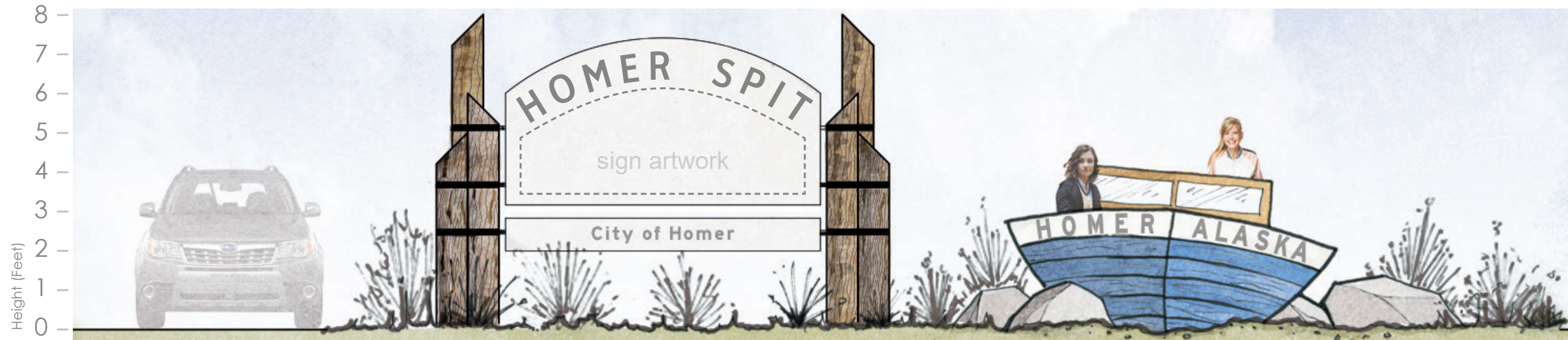
The gateway sign panel clearly brands the destination area and the City of Homer, and includes space for a significant graphic or artwork element. Vehicle wayfinding signs would be similar in shape and form to the gateway, with a focus on clear navigation.

Pedestrian signs would help people to orient and make choices (maps and destinations), help them navigate to their destination (sign posts), and identify public destinations that might be unsigned (trailheads).

Options only illustrate general form and scale. Graphic design of panels and refinement of a preferred alternative option will occur during the next project phase.



GATEWAY CHARACTER



General

The intent is that gateways can be used stand-alone, with landscaping around the sign to complement the local theme, and/or combined with something more iconic that could represent the character of the area and possibly act as an 'Instagram moment'.

Homer Spit Gateway

The Instagram moment idea for the Homer Spit area would be a boat that allows people to take a photo sitting in front of the cabin behind the bow, and standing behind the cabin.



Downtown Gateway

The Instagram moment idea for the Downtown area could be a larger-than-life peony planting bed where people can stand among the large peony blooms.

Ocean Drive Gateway

The Instagram moment idea for the Ocean Drive area could be a small plane that people could pose with.



Neighborhood Gateway Sign

Thematic Component/Instagram Moment

FINDING YOUR DESTINATION



Getting to your destination



- Downtown Homer (Destination Area)
- Old Town (Destination Area)
- Ocean Drive (Destination Area)
- Homer Spit (Destination Area)
- Skyline Drive (Destination Area) and Wynn Nature Center (Destination)
- Karen Hornaday Park (Destination)

People need to figure out where they want to get to, and how to get there.

Homer has some key destinations, and these destinations include areas where there are multiple things to do and see. The map to the right shows some of these “destination areas”.

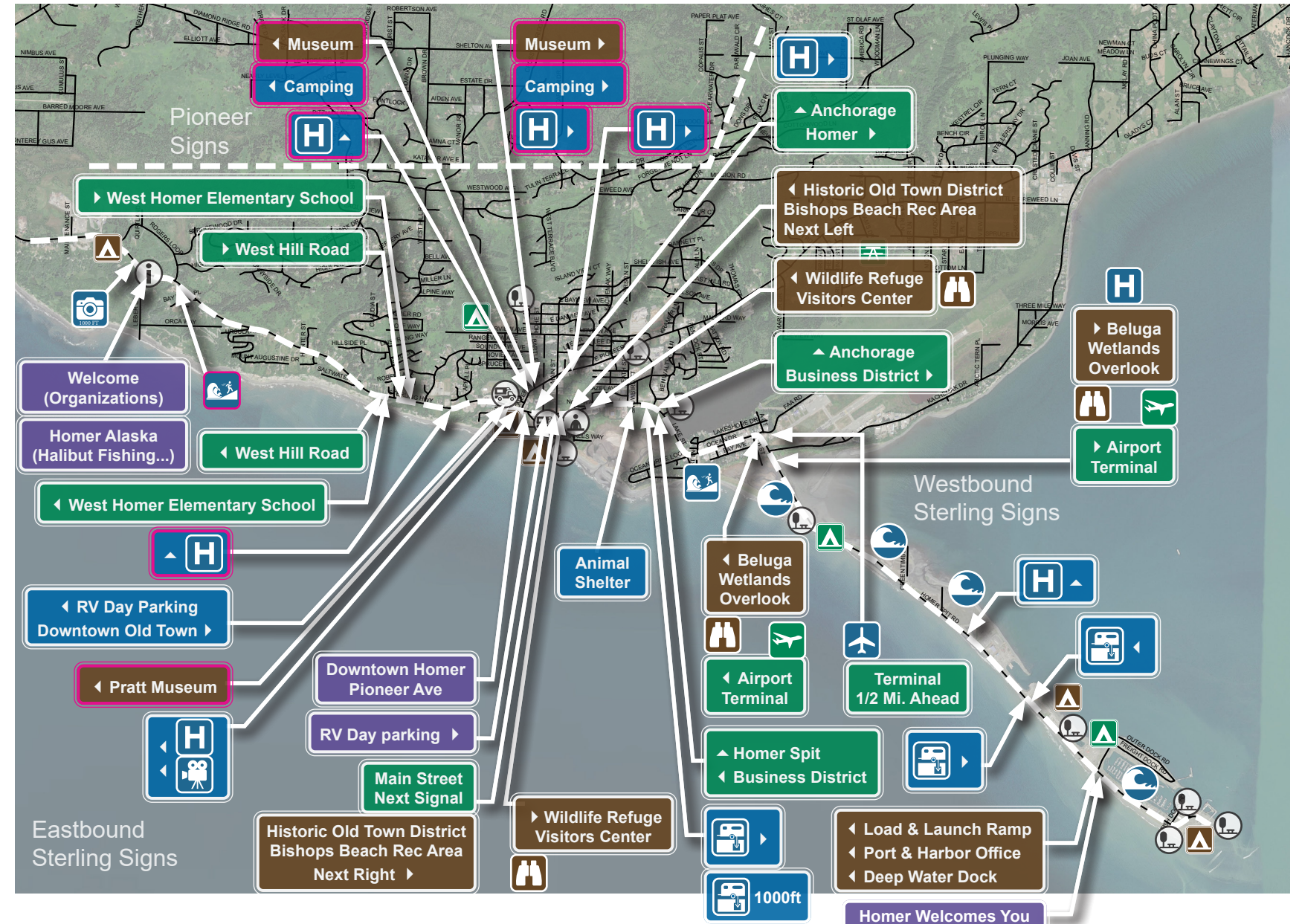
Most people entering into Homer will be doing so in a vehicle (car, boat, or plane). Wherever they enter Homer, there should be a way for them to figure out how to get to their already known destination, or figure out their destination. Information kiosks at key entries to Homer should provide information on emergency services and civic destinations. These locations are also good places to partner with entities like the Chamber of Commerce to identify private sector and for-profit opportunities and experiences.

Then, people can either get to their final specific destination, or find a place to park and continue their travel to their destination or destinations. Roadway signs are important to help people get to specific key destinations, or these destination areas.

Once people are out of their cars, area specific information can be provided with a different type of information kiosk that focuses on a smaller area, supported by pedestrian sized signs to assist people in navigating.

The flowchart on this sheet is intended to illustrate this process of figuring out where you want to go, how to find your way there, and then how to navigate to your final destination if it involves parking and walking.

EXISTING HIGHWAY SIGNS



- RV Parking
 - Visitor Services
 - Park
 - Information
 - City Campground
 - Private Campground
-
- Location** DOT 'brown' Sign - Recreational and Cultural Interest Area Signs (RCIA)
 - Location** DOT 'green' Sign - Directional
 - Location** DOT 'blue' Sign - Tourist Oriented Directional Signs (TODS)
 - Location** Local Sign - Directional or Gateway
 - Pink Frame** indicates that it was identified from Google Streetview and may not be accurate

VEHICLE SIGN OVERVIEW



Criteria for Sign Placement

Sterling Highway and Pioneer Avenue are both owned as rights-of-way by the Alaska Department of Transportation (ADOT). Signs located within these rights-of-way need to be permitted with ADOT and have strict requirements related to design and placement. These requirements generally relate to vehicle safety should a driver lose control with their car leaving the road. Requirements dictate how close to a road a sign may be, and the design of the sign as it relates to how easily it will shear from its base on impact.

While the sign system includes a Vehicular Directional Sign, this sign type may not be significantly used since the areas where these are needed are within ADOT rights-of-way.

For Neighborhood Gateway signs, their placement will be limited due to the needed distance from traffic. Depending on location, this may require them (as designed) to be located on adjacent land.

Homer Sign Focus Areas

Baycrest Overlook

The overlook area is the first place where people have an opportunity to pull over from the highway and orient themselves for their Homer arrival. The only warning for this area is a “scenic overlook” icon to the west. The existing “Homer Alaska” sign is used for photographs, there is a small map of civic destinations on the toilet building, and there is a tourism information gazebo that when open has information available.

Proposed Conditions:

The wayside should be provided with an information kiosk that would be used by the City of Homer to provide a map and civic destinations, accompanied by Chamber of Commerce information for local businesses and the services they offer. Information should include specific targeted messages unique to Homer or to particular audiences. For example, what to expect in Homer if you are driving a motorhome, and safety information including tsunami and wildlife preparedness. A highway sign should be provided to better identify the wayside and that it provides local information.

Downtown and Old Town

Signs leading to downtown are not clear, with DOT signs pointing to Business District and Main Street. DOT signs for Old Town are clear. Neither area has an entry point that is branded to encourage entry by celebrating the destination.

Proposed Conditions:

The intent is to clearly assist drivers with getting to and parking at a specific destination, or to park and have access to an outdoor information sign. The goal is to allow them to leave their vehicle in a location and to walk/bike within the area. See pedestrian sheets for wayfinding once people are out of their vehicles.

Clearer directional signs for Downtown are needed. More importantly, both Downtown and Old Town would benefit from Gateways at key entry locations. These would strengthen wayfinding by providing an obvious visual clue for where to turn, and also illustrate that there is something special in the area. Due to the strength of the Homer Spit as a destination, emphasizing other destinations to those moving through the Sterling Highway corridor could encourage people to come back into town.

Ocean Drive

The airport terminal is the first place where people have an opportunity to orient on their arrival into Homer. The lobby contains pamphlets and rack cards for visitor information. Those arriving by air taxi (land or water) might also be able to access similar information in the lobby of the air company they are using.

Proposed Conditions:

The intent is to clearly assist drivers with getting to and parking at a specific destination, or to park and have access to an outdoor information sign. The goal is to allow them to leave their vehicle in a location and to walk/bike within the area. See pedestrian sheets for wayfinding once people are out of their vehicles.

Homer Airport will benefit from an exterior information kiosk. As the airport also connects people to and from other forms of transportation, information should be provided to help them get to their next mode of transportation. Wayfinding signage should help not only identify where people may need to go, but also help them understand distances. This helps establish expectations, and allows people to choose whether they walk or use vehicular transportation.

Homer Spit

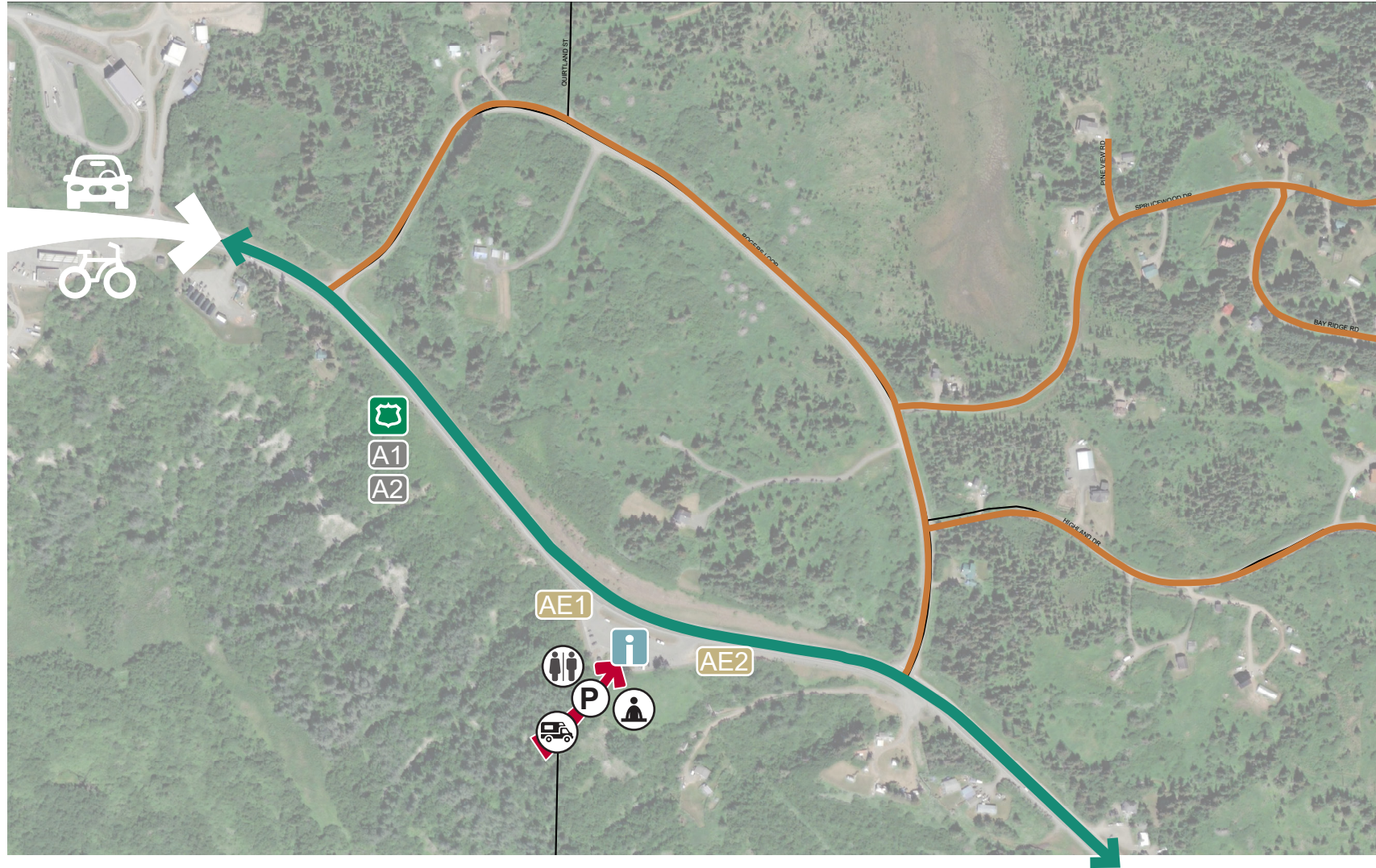
The two ferry terminals, harbormaster’s office, terminal, and harbor in general are the first places where people have an opportunity to orient on their arrival into Homer. Exterior information is not available at these locations. The Homer Spit is a congested area for driving and parking, and there is little directional signage for destinations or for clarity in parking.

Proposed Conditions:

The intent is to clearly assist drivers with getting to and parking at a specific destination, or to park and have access to an outdoor information sign. The goal is to allow them to leave their vehicle in a location and to walk/bike within the area. See pedestrian sheets for wayfinding once people are out of their vehicles.

Similar to the airport, the Homer Spit connects people to and from other forms of transportation. Information should be provided to help them get to their next mode of transportation, or to experience Homer. Wayfinding signage should help not only identify where people may need to go, but also help them understand distances. This helps establish expectations, and allows people to choose whether they walk or use vehicular transportation.

BAYCREST OVERLOOK



Existing DOT Signs

(shaded signs are replaced or removed, non-shaded are to remain)

None

Existing Local Signs

AE1: Eastbound Sign



AE2: Eastbound Sign



Modified or New Signs

A1: Eastbound Sign
HOMER

A2: Eastbound Sign
▶ VISITOR INFORMATION

ROADS

- Main Route
- Secondary Route

RESOURCES

- Visitor Services (Partner)
- Public Toilet

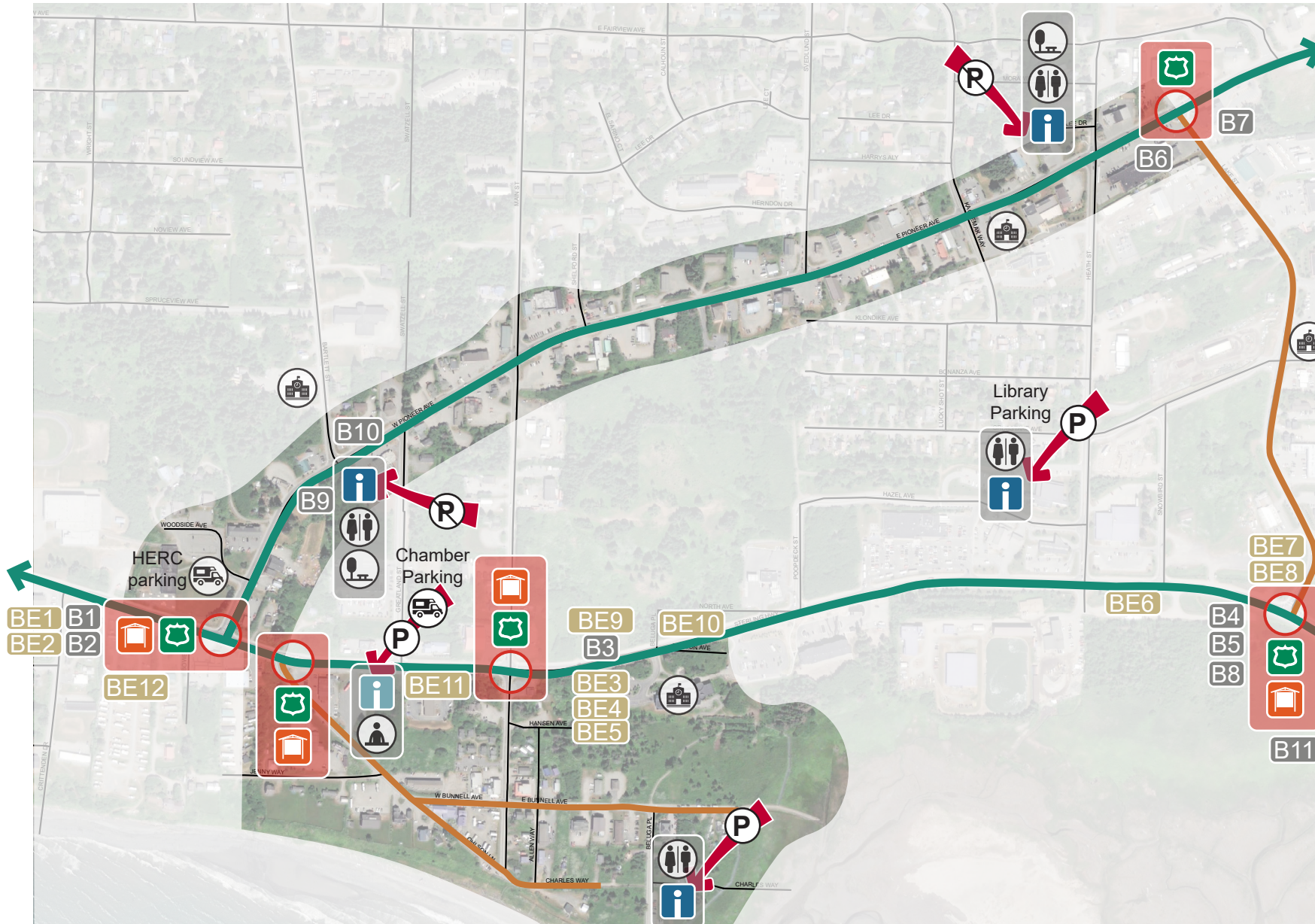
VEHICLE WAYFINDING

- DOT Directional Sign
- Area Gateway
- Information Homer
- Information - Neighborhood
- Existing Sign
- Proposed Sign

ACCESS/PARKING

- On-site public parking
- Possible adjacent parking, none on-site
- Space for on-site RV parking for park and walk
- Information Hub & Available Parking

DOWNTOWN & OLD TOWN



- ROADS**
- Main Route
 - Secondary Route
 - Important Intersection

- RESOURCES**
- Visitor Services
 - Public Toilet
 - Civic Destination
 - Park

- VEHICLE WAYFINDING**
- DOT Directional Sign
 - Area Gateway
 - Information Homer
 - Information - Neighborhood
 - Existing Sign (AE1)
 - Proposed Sign (A1)

- ACCESS/PARKING**
- On-site public parking
 - Possible adjacent parking, none on-site
 - Space for on-site RV parking for park and walk
 - Information Hub & Available Parking

Existing DOT Signs

(shaded signs are replaced or removed, non-shaded are to remain)

- BE1: Eastbound Sign**
◀ RV Day Parking Downtown
Old Town ▶
Replaced by B1 & B2 below
- BE2: Eastbound Sign**
▲ Homer Spit
◀ Business District
Replaced by B1 below
- BE3: Eastbound Sign**
Main Street
Next Signal
Remove sign (low priority)
- BE4: Eastbound Sign**
Historic Old Town District
Bishops Beach Rec Area
Next Right ▶
- BE5: Eastbound Sign** ▶ Wildlife
Refuge Visitors Center
- BE6: Eastbound Sign**
Animal Shelter
- BE7: Eastbound Sign**
- BE8: Westbound Sign**
▲ Anchorage
Business District ▶
Replaced by B4 below
- BE9: Westbound Sign**
◀ Wildlife Refuge Visitors Center
- BE10: Westbound Sign**
◀ Historic Old Town District
Bishops Beach Rec Area
Next Left
- BE11: Westbound Sign**
▲ Anchorage
Homer ▶
Replaced by B4 below

Existing Local Signs



Modified or New Signs

- B1: Eastbound Sign**
◀ DOWNTOWN
▶ OLD TOWN
▲ OCEAN DRIVE
▲ HOMER SPIT
Replaces BE1 and BE2 above
- B2: Eastbound Sign**
◀ RV DAY ACCESS/PARKING
◀ **ACCESS/PARKING LOCATIONS**
Replaces BE1 above
- B3: Westbound Sign**
◀ OLD TOWN
▶ DOWNTOWN
- B4: Westbound Sign**
▲ ANCHORAGE
▶ DOWNTOWN
▲ OLD TOWN
Replaces BE8 and BE11 above
- B5: Eastbound Sign**
◀ DOWNTOWN
▲ OCEAN DRIVE
▲ HOMER SPIT
- B6: Eastbound Sign**
▲ East End Road
- B7: Westbound Sign**
▶ East End Road
- B8: Eastbound Sign**
▶ East End Road
- B9: Eastbound Sign**
◀ KAREN HORNADAY PARK
◀ PRATT MUSEUM
- B10: Westbound Sign**
▶ KAREN HORNADAY PARK
▶ PRATT MUSEUM
- B11: Westbound Sign**
▶ East End Road

OCEAN DRIVE



Existing DOT Signs

(shaded signs are replaced or removed, non-shaded are to remain)

- CE1: Eastbound Sign
◀ Airport Terminal
- CE2: Eastbound Sign
◀ Beluga Wetlands Overlook
- CE3: Eastbound Sign
Wildlife Viewing
- CE4: Eastbound Sign
Airport
- CE5: Eastbound Sign
Terminal 1/2 Mi. Ahead

Existing Local Signs

None

Modified or New Signs

- C1: Eastbound Sign
▲ AIRPORT
▲ HOMER SPIT
- C2: Westbound Sign
◀ OLD TOWN
◀ DOWNTOWN

ROADS

- Main Route
- Secondary Route
- Important Intersection

RESOURCES

- Civic Destination

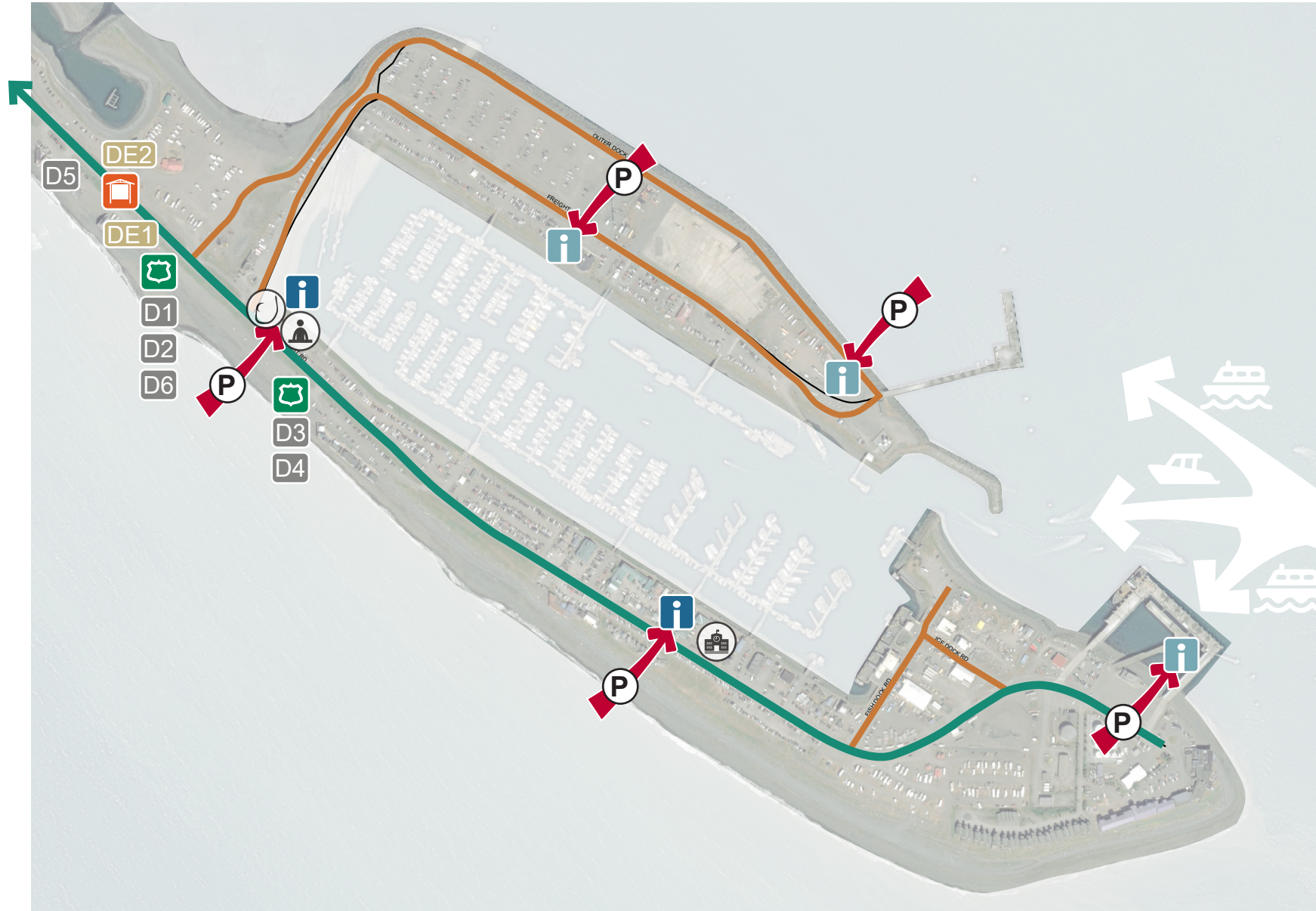
VEHICLE WAYFINDING

- DOT Directional Sign
- Area Gateway
- Information Homer
- Information - Neighborhood
- AE1 Existing Sign
- A1 Proposed Sign

ACCESS/PARKING

- On-site public parking
- Possible adjacent parking, none on-site
- Space for on-site RV parking for park and walk
- Information Hub & Available Parking

HOMER SPIT



- ROADS**
- Main Route
 - Secondary Route
 - Important Intersection

- RESOURCES**
- Visitor Services
 - Public Toilet
 - Civic Destination
 - Park
 - Trailhead
 - Wayfinding Icon

- VEHICLE WAYFINDING**
- DOT Directional Sign
 - Area Gateway
 - Information Homer
 - Information - Neighborhood
 - Existing Sign
 - Proposed Sign

- ACCESS/PARKING**
- On-site public parking
 - Possible adjacent parking, none on-site
 - Space for on-site RV parking for park and walk
 - Information Hub & Available Parking

Existing DOT Signs

(shaded signs are replaced or removed, non-shaded are to remain)

- DE1: Southbound Sign**
- Load & Launch Ramp
 - Port & Harbor Office
 - Deep Water Dock

Replaced by D2 below

Existing Local Signs

DE2: Southbound Sign



Modified or New Signs

- D1: Southbound Sign**
- FREIGHT DOCK RD

- D3: Northbound Sign**
- FREIGHT DOCK RD

- D2: Southbound Sign**
- Load & Launch Ramp
 - Ramps 6, 7 and 8
 - Port & Harbor Office
 - Deep Water Dock
 - Seldovia Ferry Terminal
 - Homer Ferry Terminal

- D4: Northbound Sign**
- Load & Launch Ramp
 - Ramps 6, 7 and 8
 - Port & Harbor Office
 - Deep Water Dock
 - Seldovia Ferry Terminal

- D5: Northbound Sign**
- Ocean Drive
 - Old Town
 - Downtown

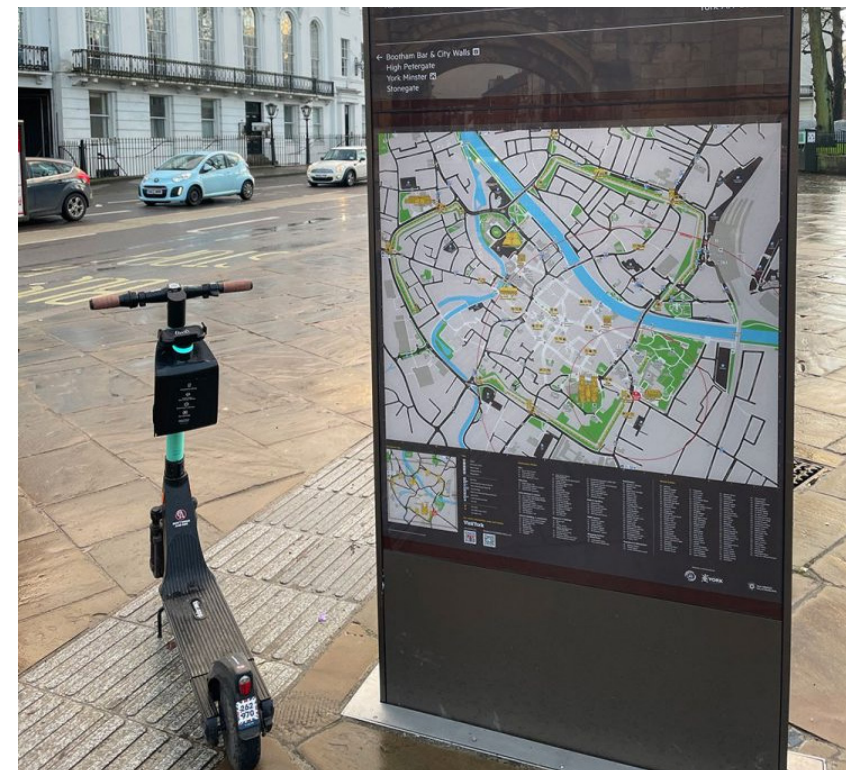
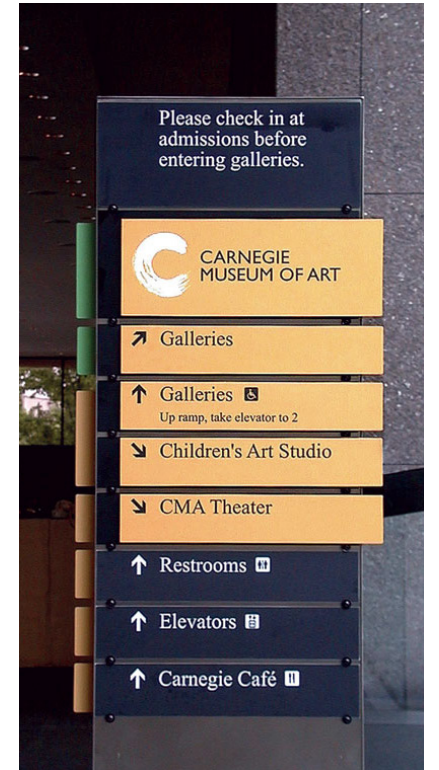
Replaces DE1 above

- DE6: Eastbound Sign**
- Port of Homer
 - Small Boat Harbor

MATERIALS: SIGN PANELS



Sign Content: Direct Printing on Panels



MATERIALS: SIGN PANELS



Sign Content: Engraved/Carved Panels



Sign Content: Letter/Silhouette Overlays

