TONGASS SUSTAINABLE TRAILS STRATEGY
HOONAH RANGER DISTRICT CHAPTER

Table of Contents

CHAPTER HIGHLIGHTS **2**

INTRODUCTION **3**

OVERVIEW **4**
- Hoonah Ranger District Overview 4
- Map - Hoonah Ranger District 4
- Community of Hoonah Overview 5
- Map - City of Hoonah 6

CURRENT USES AND TRENDS **7**
- Community Use Trends 7
- Tourism Trends 8
  - Alaska Visitor Statistic Program - VII (2016) Data of Interest 8
  - USFS National Visitor Use Monitoring (NVUM) Data of Interest 9

ISSUES AND OPPORTUNITIES **10**
- Issues 10
- Opportunities 10

SUMMARY OF EXISTING RELEVANT PLANS **11**
- Relevant Great American Outdoors Act (GAOA) Projects 11

COMMUNITY & USER GROUP GOALS **12**

RECOMMENDED TRAIL PROJECTS, APPROACHES AND/OR PROGRAMS **13**
- Trails Projects 13
  - Build 13
  - Maintain 15
  - Decommission 16
- Trail Recommendations near Pelican 16
  - Build 16
- General Approaches to Achieve Community & User Group Goals 18

STATEMENT(S) OF COMMUNITY PARTNER SUPPORT - TBD **19**

CHAPTER HIGHLIGHTS

- The small community of Hoonah is located adjacent to the large cruise ship port of Icy Strait Point. This cruise infrastructure presents unique challenges and opportunities to the community of Hoonah.

- Many within the community of Hoonah are interested in and accept the growth of the cruise industry, including providing more trail options, due to the benefits it brings. At the same time, the community is wary of tourism challenges, and wants to guide tourism to protect community quality, particularly subsistence resources.

- Unlike much of Southeast Alaska, Chichagof Island boasts a fairly extensive road system.

- The current trail infrastructure near Hoonah requires a vehicle to access, limiting the frequency and ease of use by community members.

- The community of Hoonah has articulated a desire for trails that depart from town and allow for recreation without requiring the use of a car.

- The community of Hoonah has articulated a desire for trails that access the alpine on Chichagof Island, currently none exist.

- Cruise ship visitors to Hoonah have an appetite for activities such as Hiking and Nature Walks, but typically do not engage in those activities in Hoonah.

- The high density of brown bears on Chichagof Island is unique, even by Alaska standards and should be considered when designing, planning and maintaining trails on the Hoonah Ranger District.

INTRODUCTION

At the direction of the USFS, Alaska Trails has taken a community-driven approach to developing this Tongass National Forest Sustainable Trails Strategy. This work is being prepared under a Challenge Cost Share Agreement between the USFS and Alaska Trails. This chapter, one of several in that Forest-wide project, highlights the current trails situation in and around the community of Hoonah within the Hoonah Ranger District. Also within this chapter is a discussion of the issues and opportunities facing this community and Ranger District in their pursuit of a sustainable trail system. Building on this information, the chapter identifies priorities for improvements to existing trails, trails to be decommissioned, and possible new trails.

The goal of every planner, including those that prepared this strategy, is that their work will not simply be a document filed away on a shelf or within a computer file, but will also create tangible results. For this strategy to improve the sustainability of the Hoonah Ranger District's trail system, the recommendations made here will need to be considered and, where deemed appropriate, implemented.

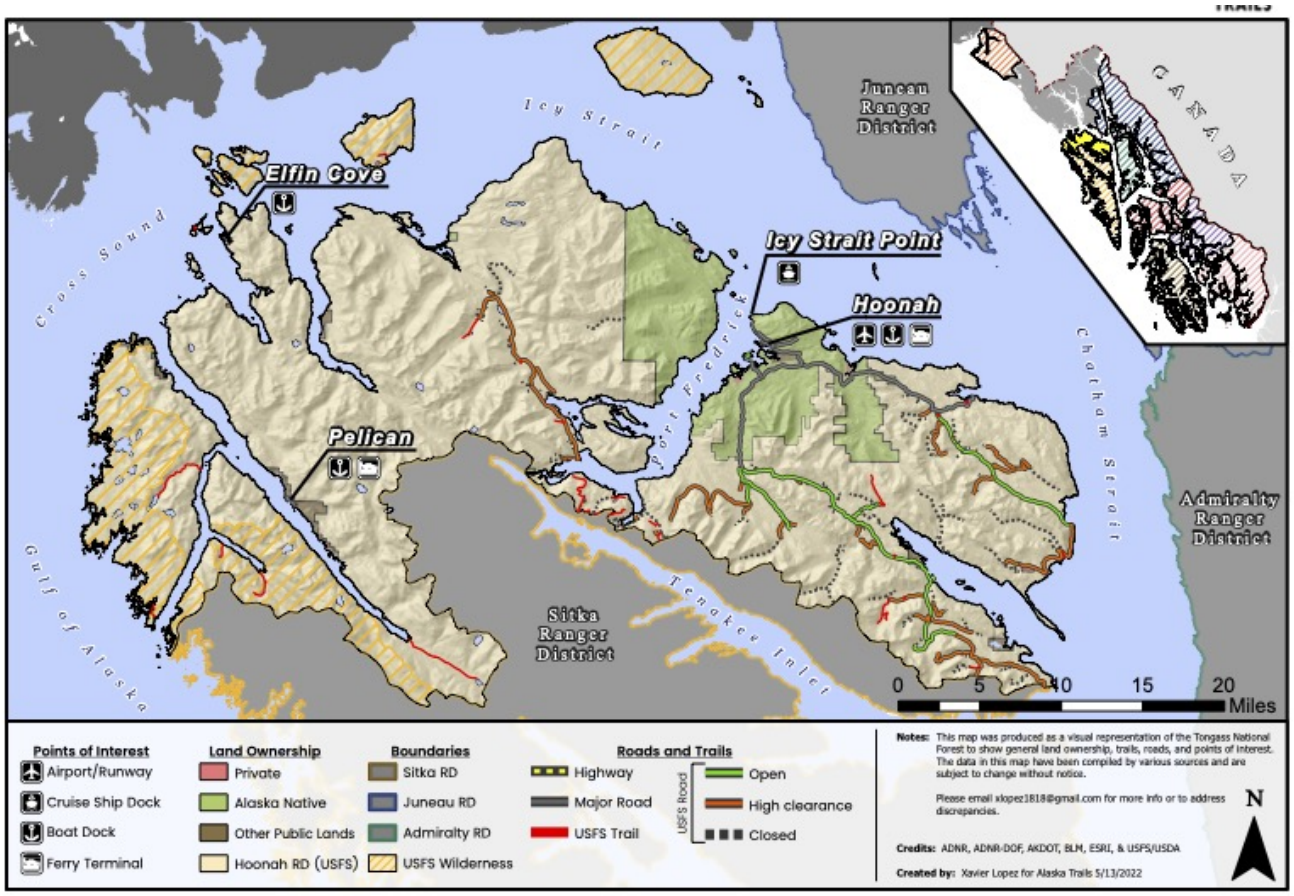
The staff at Alaska Trails, who prepared this strategy, are immensely grateful to Hoonah Ranger District staff, City of Hoonah, Hoonah Indian Association, community organizations and individuals that generously offered their wisdom, insight and feedback as this chapter was developed. Please note that this is a draft document. Any inaccuracies or omissions are the responsibility of Alaska Trails. This draft is being circulated for community review and all feedback is appreciated and encouraged.

OVERVIEW

Hoonah Ranger District Overview

The Hoonah Ranger district comprises much of Chichagof Island, Yakobi Island and other small islands (Lemesurier, Pleasant and Inian) in Icy Strait. The Ranger District spans 663,329 acres and is located roughly 40 miles west of Juneau. Hoonah Ranger District includes a portion of the federally designated West Chichagof-Yakobi Wilderness covering the western portion of Chichagof Island, all of Yakobi Island, as well as the many small island systems along their coasts. The Hoonah Ranger District also manages the congressionally designated Pleasant/Lemesurier/Inian Islands Wilderness. By many accounts, Chichagof Island boasts the highest population of bears per square mile of any place on earth.

Map - Hoonah Ranger District



Community of Hoonah Overview

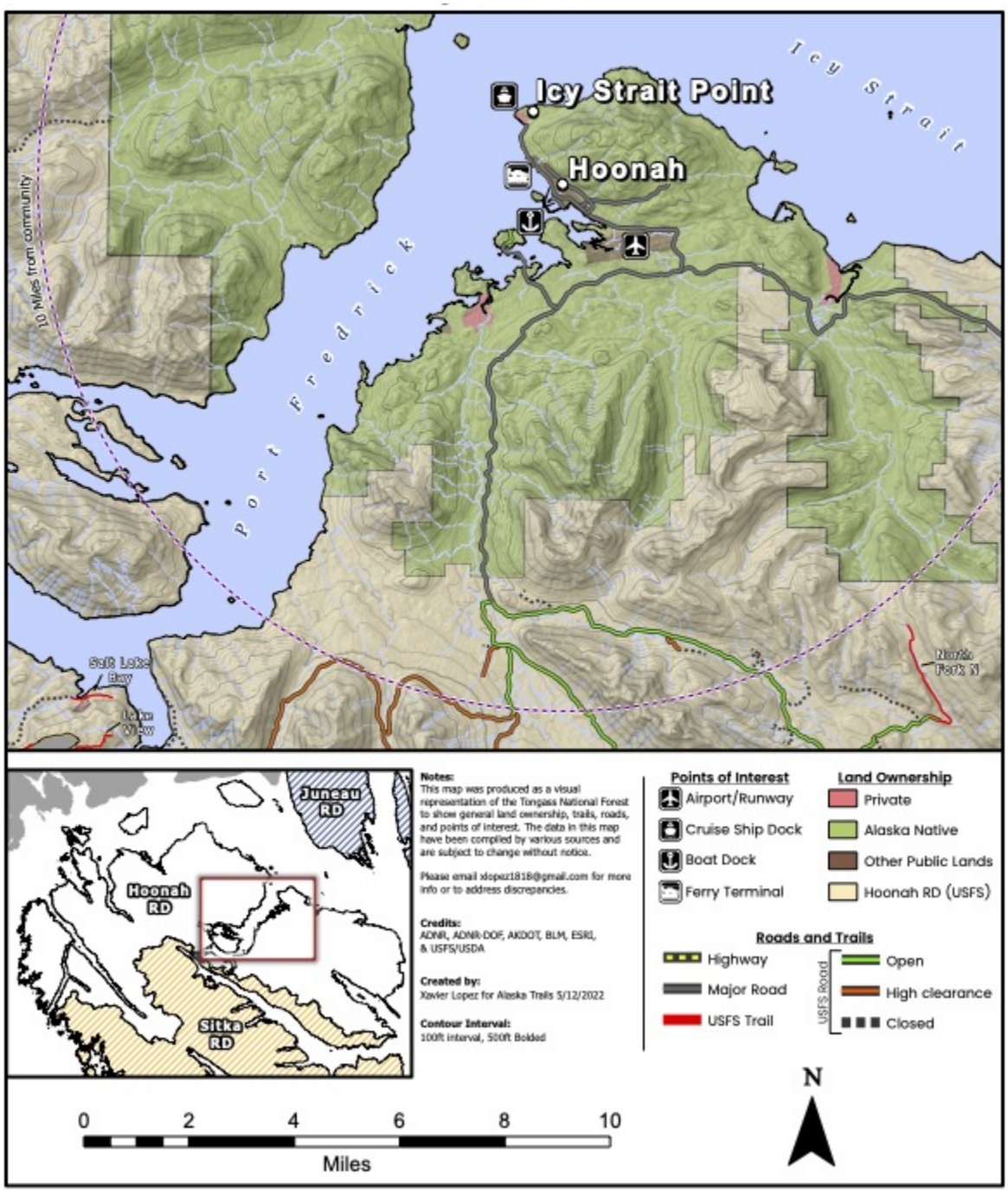
The community of Hoonah, with a year-round population of 760, was first permanently settled by the Huna Tlingit people in 1754. Their village, located near Glacier Bay for thousands of years, was relocated due to advancing glaciers in the 1700's. Other communities within the Ranger District include Pelican and Elfin Cove. The community of Hoonah is connected to the eastern portion of Chichagof Island by a network of roads. The community is connected to Alaska's mainland by the Alaska Marine Highway, which offers (as of 2021) twice weekly sailings between Juneau and Hoonah. There is also a small airport in Hoonah serviced by local air taxis with multiple flights per day to and from Juneau.

Hoonah is an Alaskan first class city and provides all municipal services including police, utilities and road maintenance. The city also maintains a city park, built in 2010 near the harbor, and a youth activity center. In addition to land owned by the US Forest Service and the City of Hoonah, there are significant land holdings near Hoonah held by private citizens, the Huna Totem Corporation and Sealaska Corporation. The Hoonah Indian Association maintains a tribal office, a senior citizens center and other services to local tribal members. The community has a health clinic operated by the SouthEast Alaska Regional Health Consortium (SEARCH), two grocery stores, a hardware store, several bars, cafes and restaurants, gift shops, a hotel, several bed and breakfasts and a U.S. Post Office. Hoonah has a K-12 school with approximately 120 students.

The Huna Totem Corporation operates Icy Strait Point, one of the preeminent cruise destinations in southeast Alaska, at the refurbished Hoonah Packing Co cannery 1.5 miles north of downtown Hoonah. The vast majority of visitors to Hoonah arrive via cruise ship at this port.

Unlike much of Southeast Alaska, Chichagof Island boasts an impressive road system. Over 250 km of roads have been built on Chichagof Island, primarily to access natural resources. Today many of these roads are used for recreational purposes.

Map - City of Hoonah



CURRENT USES AND TRENDS

Community Use Trends

Much of Hoonah's population are Huna Tlingit people and, like many rural Alaskans, lead lives that blend modern conveniences with deep connections to Tlingit cultural traditions. Access to subsistence activities, connection to the natural landscape and protection of habitats are all important elements of community life. As such, recreation uses by the community of Hoonah include hiking, biking, ATV-ing, and recreational marine activities, but also subsistence gathering, fishing, and hunting.

Many residents and visitors utilize the road system that extends from Hoonah for these recreational and subsistence purposes. From the community of Hoonah, Cannery Road runs north to Icy Strait Point (ISP). This is a paved road, used primarily to access the tourism site of ISP. A paved pedestrian and bike path runs parallel to this road and is popular with walkers and bikers. South of Hoonah, much of northeast Chichagof Island is accessed by two main, gravel roads. The Kennel Creek/NF 8502/8508 Road runs southwest and provides access to Long Island, Bear Paw Lake, Pavlof Marsh Trail, Kennel Creek Cabin, and Kennel Creek Picnic Area. To the southeast extends Whitestone Harbor/NF-8530 Road. This road provides access to Whitestone Harbor, Lower Suntaheen River Trail, Suntaheen Interpretive Trailhead, and Wukuklook Beach Trail.

Many spur roads diverge from NF-8502/8508 and NF-8530. These roads range in condition and accessibility, including roads that are suitable for passenger vehicles, roads that require a high-clearance, 4WD vehicle, roads accessible only by ATV, roads passable only on foot, and roads that are impassable. The condition of these roads are, in some cases, poorly documented, and best determined by speaking with informed local residents. From a recreational perspective, these roads are utilized for hunting, fishing, hiking, biking, and ATV-ing. Because there are so few trails near Hoonah, most land-based recreation utilizes these roads. Note that some Forest Service roads have been converted into trail-roads, aka "troads".

Forest Service Road #8530 on Chichagof Island

There are few constructed trails near Hoonah and they are all relatively short. The Forest Service trails near (within a 2.5 hour drive) Hoonah include the historic Spasski Trail, the Lower Suntaheen River Trail, the Wukuklook Beach Trail, and the Pavlof Marsh Trail. Of these trails, only the Spasski Trail is over a mile long, but unfortunately the Spasski Trail is borderline impassable due to marshy conditions. As of 2021, a rebuild of the Spasski Trail is planned. None of the existing trails provide access to the spectacular alpine of Chichagof Island, a favorite destination of local hikers. Instead, these hikers embark on arduous bushwhacks to access the alpine ecosystem and few, if any, visitors to Chichagof Island are able to experience these areas.

Tourism Trends

Tourists coming to the community of Hoonah primarily arrive by cruise ship - the community received 122 calls to port in 2016. For 2019, Hoonah cruise port had scheduled 137 ship calls with estimated 267,000 passengers. The pre-covid projection for the 2020 cruise season, which did not occur due to pandemic restrictions, indicated and expected 192 ship calls with projected ~408,000 passengers. Clearly, pre-pandemic, cruise visitation to Hoonah was significant and growing.

Of the estimated 1,857,500 out of state visitors coming to Alaska in Summer 2016, 13% or 163,000 visited Hoonah. Visits to Hoonah grew faster than any other Southeast cruise port. In 2022, demand is likely to rise to 225 calls to port. Of non-cruise visitors, most purchase a fishing lodge package. Very few independent travelers visit Hoonah.

Visitors to Hoonah are unlikely to have visited Alaska previously. Nearly all visitors to Hoonah also visited Juneau during their trip and over half also visited southcentral Alaska.

Relatively low percentages of visitors participate in outdoor activities while in Hoonah, but these same visitors did participate in these activities elsewhere on their trip to Alaska. For example, only 7% of all visitors to Hoonah participated in hiking/nature walks while visiting the community, but 34% of cruise passengers to Hoonah participated in this activity somewhere else during their trip. Interestingly, cruise passengers to Hoonah go hiking or for nature walks with greater frequency than other cruise passengers (overall cruise visitors to Alaska engage in this activity at a rate of 26%), they just didn't participate in this activity while at port in Hoonah.

Alaska Visitor Statistic Program - VII (2016) Data of Interest[1]

The latest in-depth statistics available from the Alaska Travel Industry Association (at the time this draft was written) are from 2016. This data is clearly out of date and fails to capture the growth in tourism that occurred in Alaska between 2016 and 2019, the subsequent decimation of much of the tourism industry during the COVID-impacted years of 2020 and 2021, and the rebound in tourism in 2022. Nonetheless, this data is included here because community-to-community comparisons and visitor demographics may still be valuable when considering whether the volume, quality and type of trails available in communities is well-suited to visitors to these locations. Below are selected items of note from AVSP VII for visitors to the community of Hoonah. Note that this data is for the community of Hoonah and not the larger Hoonah Ranger District.

1 https://www.alaskatia.org/wp-content/uploads/12.-AVSP-7-Summ-Profiles-Southeast.pdf

- Of all visitors to Southeast Alaska, 163,000 (or 13% of the total Alaska visitor market) visited Hoonah and/or Icy Strait Point during their visit to Alaska.
- With only 2.4% of the population of Juneau (pop. 32,000), Hoonah received nearly 25% as many calls to port as Juneau in 2016.
- As of 2016, over 90% of visitors to Hoonah were cruise visitors.
- 80% of non-cruise visitors purchased a fishing lodge package.
- Only 22% of visitors to Hoonah had visited Alaska before, the lowest percentage of any of the 11 southeast Alaska communities surveyed.
- 58% of visitors to Hoonah also visited Southcentral Alaska, 99% also visited Juneau and 98% lodged on a cruise ship at some point during their stay.

USFS National Visitor Use Monitoring (NVUM) Data of Interest[2]

The most recent U.S. Forest Service National Visitor Use Monitoring (NVUM) Data for Hoonah Ranger District is from 2016. The NVUM was designed for National and Forest-level analysis, not Ranger District level. Unfortunately, the NVUM data lumps together visitors to Hoonah and Sitka Ranger Districts, making the data of limited value for individual Ranger Districts or communities

There are very different use patterns between Sitka and Hoonah Ranger Districts due to a variety of factors including the Sitka district's larger population, more extensive existing trail systems, and other visitor infrastructure. Due to this aggregation, these numbers do not paint an accurate picture of activities in Hoonah Ranger District.

From the aggregated NVUM data, it is known that there were 264,000 visitors in total to the Hoonah and Sitka Ranger Districts in 2016. Visitors to the Hoonah and Sitka Ranger Districts participated in activities at the following rates:

- 85.9% of visitors participated in Hiking/Walking
- 57.4% viewing Natural Features
- 46.0% viewing Wildlife

Compared to the AVSP data referenced above for the community of Hoonah, this data indicates that either significantly more visitors to Sitka RD engage in Hiking/Walking and Wildlife Viewing than do visitors to Hoonah RD, and/or resident use of the Hoonah RD is so significant as to influence these percentages upwards from the significantly lower visitors use numbers. Our educated inference is that the Sitka visitor numbers are the influencing factor.

[2] https://www.fs.usda.gov/about-agency/nvum

ISSUES AND OPPORTUNITIES

Many of the trail-related issues and opportunities that are present in the Hoonah Ranger District are also seen across the Tongass National Forest and its communities. Many of the issues and opportunities that are universal and applicable to the entire Tongass are presented in the Forest-wide chapter. The issues and opportunities presented here focus on those that are particularly relevant to Hoonah.

Issues

- It is challenging to maintain the cultural integrity of a small, traditional native community while capitalizing on the economic benefits of large numbers of cruise ship visitors.
- The potential for conflict between local users and the large number of cruise ship visitors continues to be a point of concern within the community.
- There is a lack of trails connected to the actual community of Hoonah. Nearly all trails require driving to access them.
- Signage on Forest Service roads and trails is generally lacking and fails to extrapolate on the local Tlingit culture, heritage, or traditional uses. Additional signage regarding bear safety would also be useful.
- There is a lack of trails that access the alpine environment, despite an interest from some community members in accessing the alpine for hiking and hunting.
- Bears are a legitimate safety concern for locals and visitors, Hoonah boasts the highest density of brown bears anywhere in the world and bear encounters are not uncommon. Trail user safety is a major concern due to the bear density on the island.
- The land surrounding Hoonah is a patchwork of privately owned, City of Hoonah, SEAlaska, Huna Totem Corporation and Forest Service land, creating challenges for providing trails desired by residents leading directly from the community. For most routes to approach and/or access the alpine near the community of Hoonah, Native corporation roads and/or forest lands would need to be crossed or utilized to access USFS alpine terrain.

Opportunities

- The existing Forest Service road system offers amazing access to large swaths of Chichagof Island. Similar to Prince of Wales Island, this road system offers an underdeveloped/underutilized opportunity for cyclists and motorized users to explore the Tongass.
- There is a great opportunity to expand offerings of cultural experiences, both to respond to untapped visitor interest and expand the quality, authenticity of the visitor experience. Visitors to Hoonah are also interested in participating in hiking and walking in addition to the available cultural experiences.

SUMMARY OF EXISTING RELEVANT PLANS

There are no existing or relevant trails plans for the community of Hoonah at this time.

Relevant Great American Outdoors Act (GAOA) Projects

Trail projects on the Hoonah Ranger District for 2021 and 2022 are detailed in the table below.

Year	Project Title	Asset Type	Project Description	Project Background	Multi-year?	# Years to Completion
2021	**Hoonah Road Surfacing and Wukuklook Recreation Access Improvements**	Rec Site; Road; Trail Bridge; Trail	Specific to Trail portion of project: "Convert the existing boardwalk trail to gravel. The reconstructed trail will follow the same path as the existing trail, but will be wider to allow more standard construction equipment to be used during construction. Accessibility standards will be maintained throughout. Culverts will be used where necessary as cross drains and to replace the existing bridge. A new rock pad overlook and beach access ramp will be constructed near the beach in the same location as the existing structure."	Upgrades to the roads (8530 and 8576) will correct numerous traffic safety issues including uneven surfaces, blind corners, and steep unprotected side slopes. The trail bridge is reaching the end of its usable life. GAOA Funding awarded in FY21: $600,000 (Road work contract awarded in FY21. Road work to be completed in FY22. Trail contract not yet awarded, anticipate award in FY22, construction likely in late '22 or '23.)	Yes	3
2022	**Historic Spasski Trail Reconstruction***	Trail	$20,000 for trail design and planning in FY2022; Proposed out-year funding for trail construction $950,000 in FY2023 for on-the-ground trail work.			
2022	**Suntaheen Fishpass Nature Watch Area: Trail Reconstruction and Site Improvements**	Rec Site; Trail	$235,000			

COMMUNITY & USER GROUP GOALS

These goals and strategies were articulated in conversations with partners, stakeholders, Alaska Native tribal entities, and individuals associated with the community of Hoonah. These goals do not reflect other communities within the Ranger District, such as Elfin Cove and Pelican.

These goals are in some cases aggregates of opinions offered by stakeholders and are paraphrased here for brevity and ease of understanding. While this plan hopes to capture, to the best of our abilities, the goals of the community of Hoonah, we acknowledge that there may be community goals that we have overlooked, misunderstood, or failed to capture. Again, we would like to reiterate that this is a ***draft*** document and feedback is welcomed and encouraged.

1. Healthy Local Economy - business opportunities and good jobs
2. More trails and other active outdoor recreational amenities that benefit both residents and visitors
3. Improved public health
    a. Specifically, access to trails that do not require a car
4. Access to subsistence resources and a diversity of ecosystems
5. Sustainable tourism that achieves these goals, while maintaining good quality of life for residents and protection of or the natural environment

Paved pedestrian and bike path between the community of Hoonah and Icy Strait Point

RECOMMENDED TRAIL PROJECTS, APPROACHES AND/OR PROGRAMS

The following are the preliminary recommendations compiled by Alaska Trails staff based on community views and the community goals outlined above. In this Ranger District, and throughout the Tongass Sustainable Trails Strategy, we have, when possible, prioritized those projects, approaches and programs that are simultaneously beneficial to residents, visitors, and could help increase business and employment opportunities.

Wukuklook Beach, accessed via the Wukuklook Beach Trail

Trails Projects

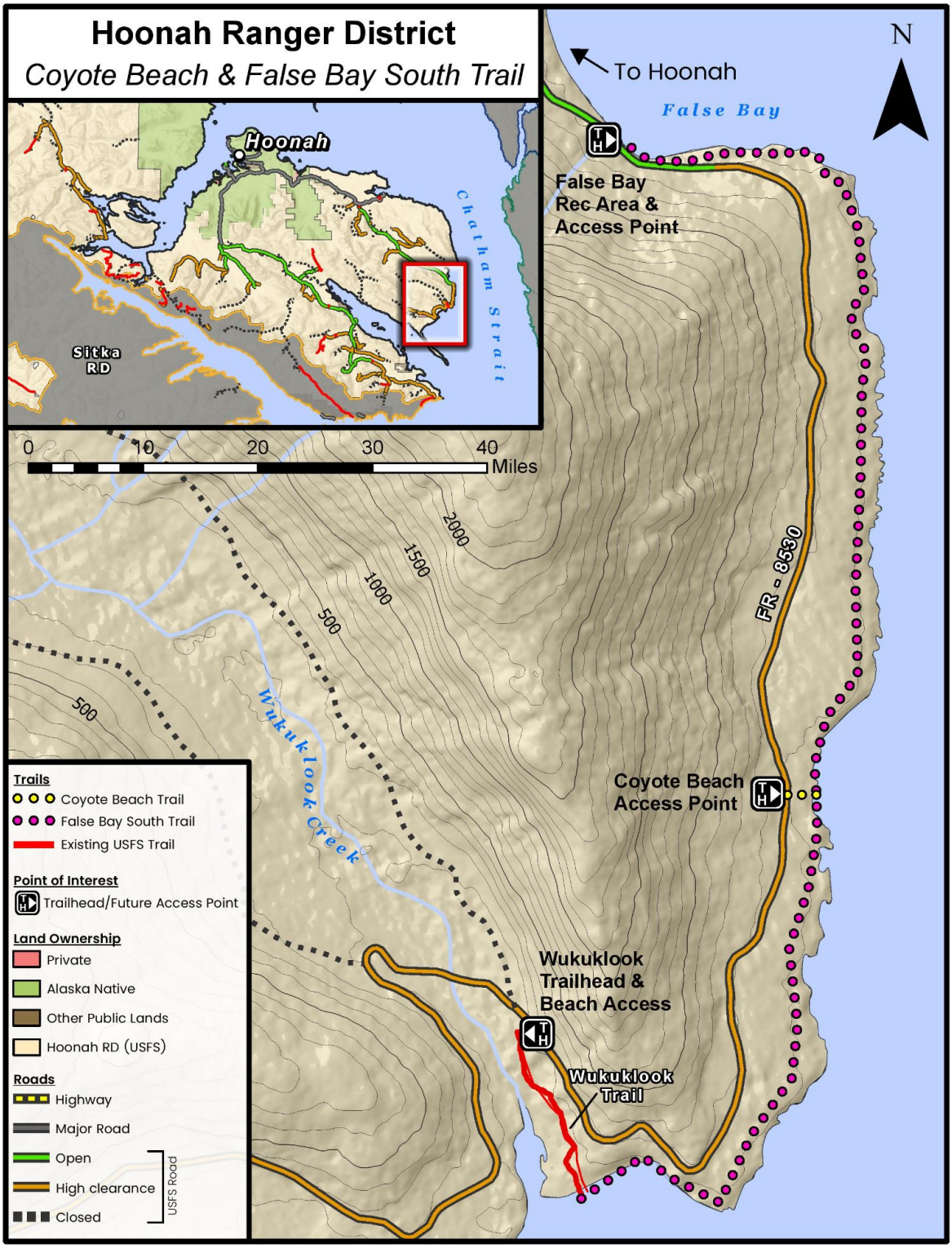
This section provides specific recommendations for trails to improve, build, and/or decommission that have been identified through Ranger District staff, community and stakeholder conversations. Additional details on these trails, in addition to other trails found in the Ranger District, but not discussed in community conversations can be found in the trails appendix. **[Appendix yet to be attached.]**

Build

1. **Spasski Trail** - There is currently funding to rebuild the Spasski Trail from Forest Service Road 2502/2508 to Spasski Bay. It is the recommendation of this strategy that the trail also extend eastward towards the airport. There is currently no parking or signage at the "trailhead" - located at a southward bend in Forest Service Road 2502/2508. There is ample parking near the airport and existing signage about the historic Spasski Trail. This is the only proposed trail project within walking distance of Hoonah and should be a priority. This trail may also present employment and economic opportunities if outfitter/guides are permitted to lead visitors on this trail.

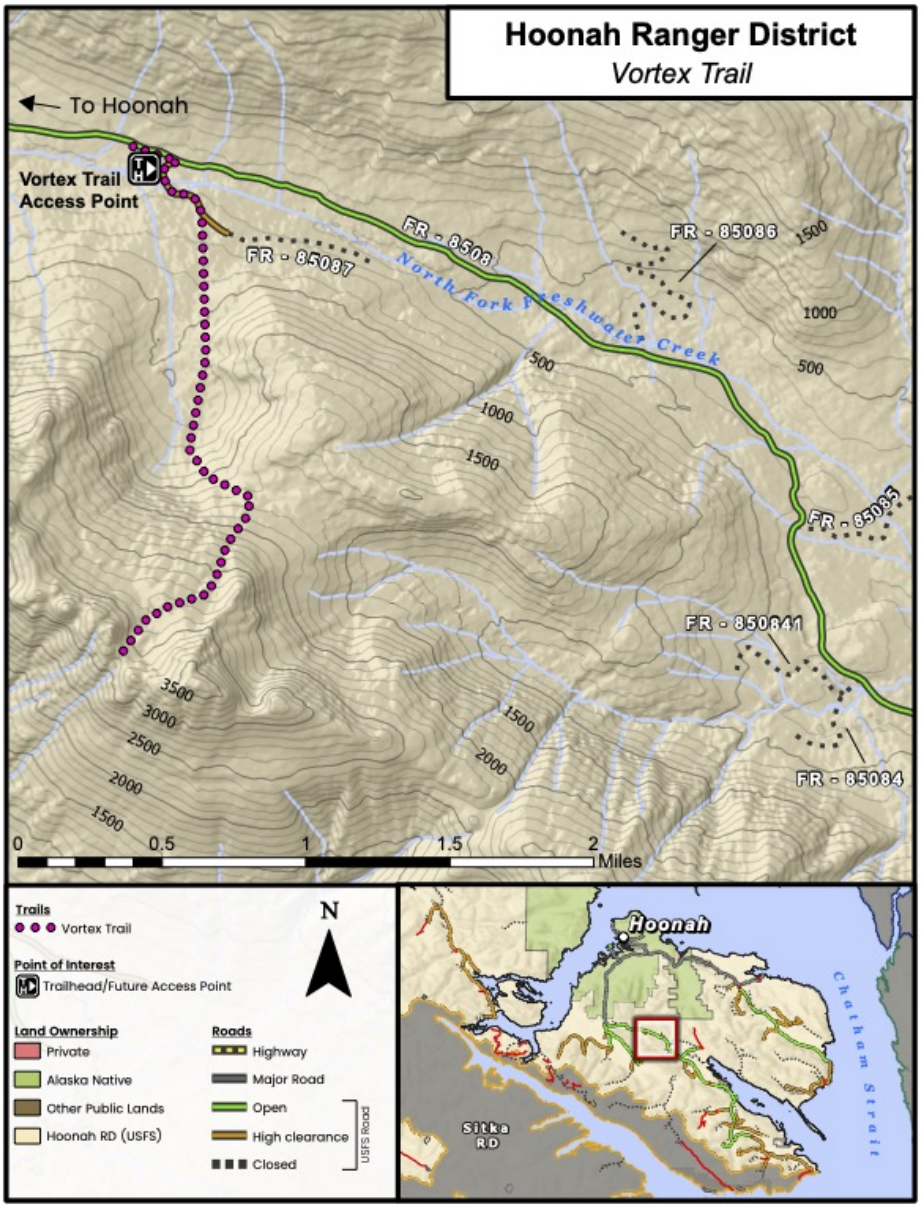
2. **Lower Suntaheen River Trail** - This trail needs significant maintenance, and as such is included in the maintenance recommendations below. There is also the potential to extend the Lower Suntaheen River Trail. The trail could be extended from its current terminus to Whitestone Harbor, a popular destination for local residents with views of Glacier Bay, the Chilkat Mountains and Admiralty Island. The existing trail begins at a large trailhead on FS Road 85304, where there is a well-built multi-vehicle parking lot. Trail goes to an overlook and then a gravel trail leads down to the river. There is current ⅓ mile of existing trail. An additional minimum distance of ⅓ mile would take trail users to Whitestone Harbor. The trail could also potentially be extended all the way around the easternmost arm of the whiteharbor.

3. **Coyote Beach Trail** - This beautiful beach is located just east of FS Road 8530 south or False Bay. Users are accessing the beach via scrambly social trails, but a short trail is needed for a variety of users to access the beach safely. See the map below for more detail.



Note: This map is not intended to represent an official alignment. It is instead illustrative of an idea for a possible trail. Further community engagement and design and planning will be necessary to evaluate this trail's feasibility and appropriateness.

4. **False Bay South** - Potential exists to connect the popular Day Use area at False Bay to Coyote Beach to the south. This trail would trace the shoreline and parallel FS Road 8530. An additional trail segment could potentially connect Coyote Beach to Wukulook Beach, creating a roughly 3 mile coastal trail. Users could connect to the Wukuklook Trail and create a loop by circling back on FS Road 8530 to False Bay. See the map above for more detail.
5. **Vortex Trail** - This trail has no multi-jurisdictional issues, making it a good candidate for a trail that accesses the alpine, which currently doesn't exist on the Hoonah Ranger District, and is a desired destination. The trail would begin at the intersection of Forest Service Road 8508 and FS Road 85086. No anticipated conflicts, likely to be used by hunters and recreationalists, design work will need to consider where this trail ends - at the edge of the alpine or higher on the peak.



Note: This map is not intended to represent an official alignment. It is instead illustrative of an idea for a possible trail. Further community engagement and design and planning will be necessary to evaluate this trail's feasibility and appropriateness.

6. **Whitestone Harbor Trail** - cabin potential - TBD
7. **Elephant Mountain Trail** - Elephant Mountain is also a good candidate for a location to build a trail to access the alpine. Any approach to USFS alpine terrain would require utilizing and/or crossing Native corporation roads and forestlands. Considerable partnering and easement work would need to be done in order to follow through on this recommendation. Mixed ownership cooperation, construction, and shared stewardship will be critical to seeing this recommendation achieved. For this project specifically, utilizing the Hoonah Native Forest Partnership crew for trail construction would be an opportunity to strengthen the ties to community based partnering on natural resource projects that benefit the community of Hoonah.

Maintain

1. **Lower Suntaheen River Trail** needs significant maintenance of both the overlook and stairs. This project is included as a proposed 2022 Great American Outdoors Act project.
2. **Wukuklook Beach Trail** needs significant maintenance. This trail accesses a spectacular and worthy destination for local residents looking to picnic or camp on the beach as well as visitors looking for beach access and solitude. As of June 2021, the trail was obscured by downed limbs and trees in some locations.
3. Additional community outreach is recommended to assess social and hunter trails that are important to the community. For some of these trails, adoption as official trails, along with subsequent maintenance may be appreciated and appropriate.

Decommission

1. **Pavlof Marsh Trail** - Of the road-accessible Tongass National Forest trails adjacent to the community of Hoonah, Pavlof Marsh Trail is the only trail that may be an appropriate candidate for decommissioning. While the Hoonah Ranger District Trails Inventory asserts that this trail receives annual maintenance, it did not appear to have been maintained for some time as of June 2021. Community use of this trail appears to be low, but additional outreach regarding use of this trail could be beneficial.

Wukuklook Beach Trail (left) & Lower Suntaheen River Trail (right), both in need of maintenance.

Trail Recommendations near Pelican

While this strategy focused primarily on the community of Hoonah, limited conversations did occur with residents of Pelican, another community within the Hoonah Ranger District. Special thanks are due to Patricia Phillips, Mayor of Pelican, for sharing her community's thoughts and priorities with us as the Tongass Sustainable Trails Strategy was crafted. The following three trail projects near Pelican are recommended.

<u>Build</u>

1. **Steelhead River Trail** - Community members and visitors are already utilizing this area and creating social trails. Making this trail official would allow for excellent access to a riparian area for hiking and fishing.
2. **Soapstone Cove Trail** -
3. **Tsunami Trail** - The community has a strong desire to build/improve this trail for recreation and emergency evacuation purposes. While the trail is not on USFS land, the Hoonah Ranger District should consider offering and/or sharing expertise with the community of Pelican. If the community can secure the funds to work on this trail the Ranger District could assist with planning, layout, design and/or the actual building of the trail.

General Approaches to Achieve Community & User Group Goals

1. Respect the historic and current stewards of the Hoonah area by respecting and valuing the government to government relationship between the USFS and the Hoonah Indian Association. Regular consultation with the community and tribe will be necessary to determine priorities and projects that will be beneficial to and supported by the community.
2. Continue to provide work opportunities and training to the local Alaska Youth Stewards (AYS) - formerly Training Rural Alaskan Youth Leaders & Students (TRAYLS) - group to keep them engaged with projects on the forest. Continue to offer expanded opportunities for participants to explore careers including trail maintenance, but also including the sciences, trail design, environmental compliance and management.
3. Continue to work with the Hoonah Native Forest Partnership, both as a partner during the planning process of projects and as a partner during the construction phase. Provide work opportunities and training to the HNFP trail crew as possible, when requested and where appropriate.
4. Trail signage and wayfinding should be centered in the local indigenous culture, with all new trail projects should include indigenous place names. This strategy recommends coordination with the Hoonah Indian Association in developing this signage.
5. As cruise visitation continues to grow on Chichagof Island and within the community of Hoonah, expand the opportunities for local residents to benefit economically from the cruise industry. This may include building and maintaining trails suitable for guided excursions for cruise visitors. This could also include permitting trails and roads adjacent to Hoonah to capitalize on the cruise market and subsequently employ local residents as guides, tour leaders, etc.

STATEMENT(S) OF COMMUNITY PARTNER SUPPORT - TBD

Desired supporters:

- Hoonah Indian Association
- HIA Environmental
- Hoonah Native Forest Partnership (HIA Environmental)
- City of Hoonah
- Huna Totem Corporation
- Icy Strait Point (Huna Totem Corporation)
- Sealaska Corporation