

**From:** [Kevin Elliott](#)  
**To:** [City Clerk](#)  
**Cc:** [Carole Triem](#)  
**Subject:** Comments for the CBJ Visitor Industry Task Force  
**Date:** Thursday, November 7, 2019 5:20:13 PM

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To the CBJ Visitor Industry Task:

I am writing in to propose that CBJ use what regulatory, zoning and legal means that it has access to limit the number of cruise ship passengers that visit Juneau each season.

As someone who was born and raised in Juneau and spent the majority of my adult life here I have directly observed the growth of the cruise ship tourism industry and its positive and negative effects. I do not want to discount those positive effects nor the efforts of things like Tourism Best Management Practices to mitigate them but I would be hard pressed to think of any part of our community and quality of life that has not been negatively impacted by the volume of cruise ship passengers.

This is an issue of degree but the impact is binary – what I mean by this is every community member likely has a different view of what Juneau’s carrying capacity for cruise ship visitors is and while the number of visitors remains below that threshold the negative impacts of the nature of high volume cruise ship tourism fade into the background and are unnoticed. Once that threshold is passed the effects are noticed and felt everywhere (hence the “binary impact”). The mitigation techniques that worked with 800,000 passengers are simply ineffective with the current volume of visitors. Ironically our traffic flow improvement projects such as those at Statter Harbor temporarily help remove those negative impacts such as congestion but pave the way for increasing numbers of passengers.

I support Karla Hart’s proposals 1, 2 and 4 as previously submitted (“Ship Free Saturdays”, “Increase the cost of water sold to cruise ships” and “a commitment to not lease or sell tideland rights at the subport property to NCL”).

I support the CBJ collecting the maximum possible amount in terms of sales taxes and other fees from the industry and visitors, especially where those revenues can be used to fund other community necessities and not just dockside infrastructure with the caveat that there is an exemption or credit mechanism in place for small locally owned businesses.

I also support other policy mechanisms that limit the number of cruise ship passengers permitted to visit Juneau each cruise season.

It is important to remind ourselves as a community that the goals of cruise ship companies are continued growth and increased profits. It is also important to recognize that as a community we are dwarfed by their capital and influence and where our goals diverge we are at a significant disadvantage (e.g., NCL’s 20m bid for the subport land vs. CBJ’s 4.2m). I ask that the task force keeps this in mind as they move forward.

Thank you.  
Kevin Elliott