

From: [Beth Ortiz](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1: Protect Kama'aina Surf Access, and Stop Towing Us
Date: Wednesday, September 24, 2025 3:04:15 PM

Aloha Board Members,

My name is Bethany Ortiz, and I am a resident living on Oahu. I frequent Ala Moana Beach Park and Ala Wai Harbor often as a place to gather with the community, surf, cook, and enjoy recreational activities.

As a community member, I urge the Board Members to:

Ensure Board member approval of these parking contracts, not just the DLNR Chairperson.

Protect free Kama'aina access to the beach at the Ala Wai Harbor.

Decide who will be responsible for issuing parking citations before a "camera car" is deployed. Require the government to issue a standard parking ticket before escalating directly to towing.

My hope is that this special place will remain available for all local people for generations to come.

Mahalo for your time and consideration.

Sincerely,

Bethany Ortiz

From: [Elizabeth Weitz](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] OPPOSE J-1
Date: Wednesday, September 24, 2025 4:17:43 PM

Aloha,

I ask that you oppose the DOBOR J-1 submittal.

I appreciate that the proposed LPR system has been developed in response to user outrage due to the instant tow policy, and that it seeks to use a tool to give people warnings. **However**, the proposal still has towing as the first financial penalty. Ticketing, and not towing, must be the first financial penalty. This is an inappropriate use of power.

Moreover, the proposal to give the BLNR Chairperson the sole authority to negotiate, approve, execute, manage, and extend a service contract is also an abuse of power. Over time as I have been engaged in the issue of parking lot management at Ala Wai Small Boat Harbor, I have learned from experience how BLNR systematically strips the public of power, over and over again. This is so extreme that I changed the topic of my PhD to be about how to fight corruption. No action is neutral. By shifting power into the hands of one person, this proposal unequivocally makes the process of decision making regarding this issue either less just and transparent, and provides more opportunities for corruption. Again, it is an abuse of power.

At a time when citizen trust of the government is at an all-time low, let procedural justice and transparency guide you, and serve the people.

Thank you for continuing to work on the difficult problem of updating parking lot management at the AWSBH. We are getting closer to a solution, but this is not it.

Mahalo,
Elizabeth Weitz

From: [Henry Bennett](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1
Date: Wednesday, September 24, 2025 10:40:52 AM

The board needs to review parking contracts.

End Instant Towing and preserve as many as possible of the boat-owner stalls.

Please have a public meeting on Zoom.

2,512 vehicles were towed at Ala Wai Harbor in 2024 and only 4 parking tickets were issued! Tickets, not towing, should be the primary enforcement system. We need designated parking staff to issue parking citations, not DOBOR's new idea to give Secure Parking 180K a year and then allow Secure Parking use a 'cameras on a parking surveillance vehicle.' They plan to give a one-time paper 'warning' for meter and time overstay but beyond that, the surveillance vehicle will 'call the tow truck.'

This is NOT right. This wouldn't be acceptable anywhere else in C&C Honolulu--why should it be OK for the harbor?



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From: [Jeannie Chesser](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1 Protect Kama"aina surf access and NO TOW
Date: Wednesday, September 24, 2025 4:35:47 PM

As a long time (54 years) harbor user, previous boat owner and lifelong surfer, I would rather see the State giving parking tickets to abusers of the parking lots, instead of towing. Public access to shoreline is State law and there is signage posted for harbor and recreational use ONLY with time limits.. The people who ignore the signs and use the parking area for access to work areas (Hilton, Ilikai, etc, and BEYOND) are the abusers of the timelines and should be ticketed. That way, the state could monitor the abusers and have monetary gain to use for harbor improvements.

"Secure Parking" (which is a misnomer since many thefts and property crimes have occurred) is making bank off their Mr. Tow, and pay parking lot. Where's the Aloha???

Please keep the parking free for the locals and give tickets instead of tows.

Mahalo
aloha for now
Jeannie Chesser

From: [John Fitzpatrick](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1: Protect Kama'aina Surf Access, and Stop Predatory Towing on All Islands
Date: Wednesday, September 24, 2025 5:36:31 PM
Attachments: [image.png](#)

Aloha HOnorable Board members,

I am writing for the following reasons:

- Ensure Board member approval of these parking contracts, not just the DLNR Chairperson.
- Protect free Kama'aina access to the beach at the Ala Wai Harbor and provide kama'aina parking at Ma'alaea Harbor
- Decide who will be responsible for issuing parking citations before a 'camera car' is deployed. Require the government to issue a standard parking ticket before escalating directly to towing.

I worked for the first time in Ma'alaea last Saturday and saw the tow truck praying on people that made a mistake. When you gave secure parking the contract you said they would start warning people before towing them. That has not occurred obviously. You also said you would ask for information and have more oversight on how many cars are towed daily. If you request this information from DOBAR they will not give you this information because they do not ask for it.



In this image, you can see the tow truck just to the right of the blue boat waiting to pluck a car without giving a ticket. \$225 later and an uber the people get their car back. Also, why is the unlock from the impound lot more expensive on Maui than on Oahu.

For these reasons, I feel the entire board should vote on this and it should not be a unilateral decision by the chair.

Mahalo,
John Fitzpatrick

John Fitzpatrick

Fitz For Maui

email: fitzformaui@gmail.com

phone: 808-268-1073

85 Mokuahi St.

Makawao,

Hi, 96768

From: [Jonathan Padwe](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1: Protecting Access Is an Equity Issue
Date: Wednesday, September 24, 2025 2:24:22 PM

To the board,

I am a professor of environmental social science at UH Mānoa, where I teach about the importance of the natural world to human society. While I write to you in my capacity as an individual, it is in part based on my appreciation of the equity issues involved in providing access to the natural world that I ask you to oppose the J-1 rule that would open up the way for further irrational parking policy at the Ala Wai Boat Harbor, resulting in disincentives for locals to park there. As I am sure you can appreciate, the ocean is of enormous importance to those of who live here in Hawai'i. Outdoor recreation, which is so important to the health of individuals and to our society, requires access to the outdoors. The history of our city is such that over the past 50 years access to the ocean has increasingly been cut off to those who live here, often in favor of tourists, out-of-state land owners, and, especially, the large corporations who benefit from the development of hotels, tourist infrastructure and the like. Our government, and the members of boards such as BLNR, are meant to represent the interests of the people of Hawai'i. Clearly, turning over prime real estate to any form of corporate control, while it may generate some income for the government, is not a policy that will benefit residents who already find themselves excluded from enjoying and benefiting from the beaches, oceans and other natural resources of our state. Most of us cannot afford to live here, truth be told, and do so because we love it and because we feel a strong sense of community and a strong connection to this place. Severing the relationship of people to place and to each other, by giving away our resources to corporations who are responsible not to the people but to their shareholders and owners, represents a betrayal of the trust that the people place in their government. To uphold your duty to our community, and to make the right decision for the benefit of the people of Hawai'i, I ask you to oppose J-1.

In the specific case of this proposal, pursuing the establishment of a camera car contract, and granting *only* the chair of the board the authority to do so, will result in more parking tickets, more towing of vehicles and more disincentive for locals to access the harbor. This is bad policy, especially as there does not yet exist a rational parking ticket process. Cars whose meters have expired should be given a ticket - that is a normal and humane way to treat parking violations. Towing should only take place in the case of street cleaning (as is the case on the city's streets), or, perhaps, when a vehicle has numerous delinquent tickets and is thus a repeat offender. The city should view parking enforcement not as a money-making venture, but as a means of obtaining compliance with parking regulations. Insuring that the whole board is involved in decision-making is the only democratic way to achieve an equitable outcome.

With thanks,
Jonathan Padwe

From: [Kahea](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] OPPOSE J-1 — No parking enforcement LPR 'camera car' without first establishing citation-first parking enforcement system
Date: Wednesday, September 24, 2025 5:36:21 PM

Dear DLNR Chair and BLNR Board Members,

Please vote NO to this DOBOR J-1 submittal. Please create a 'citation-first' parking enforcement such as the \$35.00 ticket, BEFORE introducing this 'camera car' for parking enforcement. 2,512 Vehicles were towed from the Ala Wai Small Boat Harbor Last year (2024) and only 4 parking citations were issued. This being one of the last and few lots for surfers to utilize for recreational use, it is so important that board members also are included in the decisions of these contracts and not just the chairperson. Please help protect locals free beach access to the beaches and lagoon for recreational use.

Mahalo,

Kahealani

From: [KEILI MCEVILLY](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1: Protect Kama'aina Surf Access, and Stop Towing Us
Date: Wednesday, September 24, 2025 1:56:56 PM

Aloha Board members,

My name is Ke'ili McEvilly. I am a native Hawaiian living on O'ahu. I frequent ala moana beach park often as it is a place to gather with community, surf, cook, and enjoy recreational activities.

As a community member I urge the Board Members to:

- Ensure Board member approval of these parking contracts, not just the DLNR Chairperson.
- Protect free Kama'aina access to the beach at the Ala Wai Harbor.
- Decide who will be responsible for issuing parking citations before a 'camera car' is deployed. Require the government to issue a standard parking ticket before escalating directly to towing.

My hope is that this special place will remain available for all local people for generations to come.

Mahalo for your time and consideration.

Sincerely,
Ke'ili

From: [Kelsie Grant](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1: Protect Kama'aina Surf Access, and Stop Towing Us
Date: Wednesday, September 24, 2025 2:37:22 PM

My name is Kelsie and I am a surfer I frequent Ala Moana Beach Park and Ala Wai Harbor often as a place to gather with the community, surf, cook, and enjoy recreational activities.

As a community member, I urge the Board Members to:

Ensure Board member approval of these parking contracts, not just the DLNR Chairperson.

Protect free Kama'aina access to the beach at the Ala Wai Harbor.

Decide who will be responsible for issuing parking citations before a "camera car" is deployed. Require the government to issue a standard parking ticket before escalating directly to towing.

My hope is that this special place will remain available for all local people for generations to come.

Mahalo for your time and consideration.

Sincerely,

Kelsie Grant

Testimony Opposing Agenda Item J-1
Board of Land and Natural Resources
September 26, 2025

Aloha Chair Chang and Members of the Board,

Save Our Surf strongly OPPOSES Agenda Item J-1, which seeks to give the Chairperson sole authority to make decisions. The Legislature has entrusted BLNR, not the Chairperson alone, with the responsibility to review and approve contracts. Any delegation of this authority undermines transparency, eliminates public oversight, and removes the due diligence that is essential in decisions about our public trust lands.

Public Trust Lands

The 1956 Hobron Trust Document Deed clearly states that this land is designated for public recreation. HRS Chapter 115 also requires public access to coastal and inland recreational areas. By creating unnecessary obstacles, DLNR limits the very access that the law seeks to protect.

Misidentified Problem

Staff have suggested that the main complaint is abuse of the six-hour parking limit. This is inaccurate. The real issue is that hotel and construction workers, particularly from the Hilton and nearby projects, are using recreational and harbor user parking as their personal employee lot (see attached photos). Why doesn't Hilton instruct their construction workers to use their facility first, or the 15 parking stalls at reduced rates for the general public on their premises made possible in a 2010 land remnant sale agreement.

History of Privatization Attempts

For more than 25 years, DOBOR has attempted to privatize the Ala Wai Small Boat Harbor. By neglecting to enforce existing rules, DOBOR has allowed non recreational users to take more spaces away from the people who the stalls were intended for. The harbor once offered 900 stalls. This amount was then reduced to 549. Then in 2008 ocean recreation users compromised and gave up 249 stalls, leaving 300 free recreational stalls that remain today, despite serving more than 700 people a day during summers.

Cultural Significance

This ocean park area is the main entry point to the coastal shoreline for surfers, with access to five distinct surf spots. It is also historically significant, Duke Kahanamoku himself entered the water from here. Swimmers, divers, fishermen, and canoe paddlers also rely on this area, and international canoe races such as Na Wahine O Ke Kai and Molokai Hoe finish here.

License Plate Recognition System

DOBOR is proposing to implement a License Plate Recognition (LPR) system, claiming it will address abuse of the six-hour parking limit. However, this does not solve the real problem of non-recreational users occupying recreational stalls. Instead, it targets only a secondary issue, at a steep cost, with no consequence for violators other than DOBOR saying that only after multiple

violations a vehicle may be towed. Will the same towing vendor be used that has generated user concerns already.

This License Plate Recognition (LPR) system is projected to cost the State about \$15,000 per month, or \$180,000 annually, with a 5% increase each year. Before moving forward, DOBOR must present data to show whether this system has been effective elsewhere. For example, is this the same program currently used at the University of Hawai'i, and if so, what were the outcomes? Without this information, the proposal lacks justification.

Enforcement

The true solution lies in enforcement. DOBOR says it lacks authority to issue citations, but DOCARE does. Even a small DOCARE presence, 1–2 hours a day during peak times, would deter misuse. Alternatively, retired Honolulu police officers could be deputized and used as 89-day hires to issue citations. This approach would be far more cost-effective than paying \$180,000.00 per year for a system that fails to solve the root problem. Community based efforts, such as the Aloha Patrol supported by WBSIDA, could also educate violators and nearby hotels.

Funding Priorities

DOBOR often claims there is not enough funding to maintain facilities, yet revenues generated at Ala Wai Harbor are diverted into the statewide Boating Special Fund instead of being reinvested locally. If revenues stayed at Ala Wai, there would be more than enough resources for maintenance and improvements. The towing contractor alone makes over \$450,000 a year and keeps all revenues, while paying the State just \$1 annually for the contract. This seems like a lucrative benefit for the towing company at the public's expense.

Conclusion

The most common complaint is not abuse of the six-hour recreation parking limit but rather non-recreational users taking stalls meant for recreation. Instead of addressing this central issue, DOBOR is proposing an expensive program that focuses on secondary concerns and deepens reliance on questionable towing practices.

For these reasons, Save Our Surf urges the Board to reject Agenda Item J-1. Decisions about our public lands, harbors, and access must remain with the full BLNR—not delegated to a single individual. Transparency, oversight, and public trust must be preserved.

Mahalo,
Keone Downing
Spokesperson, Save Our Surf



PARKING FOR RECREATIONAL
AND HARBOR USERS ONLY

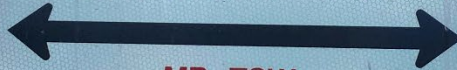
6 HOURS MAX

NO PARKING OUT OF STALL

PARKING CLOSED FROM
10:30 P.M. TO 4:30 A.M.

VEHICLES PARKED DURING THE
CLOSURE HOURS WILL BE TOWED
AT OWNER'S EXPENSE

TOW AWAY ZONE



MR. TOW
123 PUUHALE RD. HONOLULU, HI 96819

MR TOW 123 PU'UHALE RD. 808.486.4665

STATE OF HAWAII DEPARTMENT OF LAND & NATURAL RESOURCES
DIVISION OF BOATING & OCEAN RECREATION



From: [Kristin Hamada](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1 - protect locals beach access
Date: Wednesday, September 24, 2025 4:37:31 PM

Hello

Please protect free parking for beach access and have a transparent process for approval of contractors to enforce the parking rules. These contracts can be a lot of public money and a huge money maker for the contractors. The board, not just the chair, should have a say on the selection process. Let's make things as transparent and open as possible to allow the public to be aware of the decisions.

No need to jump quickly to towing people. The parking lot is already pretty heavily surveillanced by police, tow companies, etc. There is no need to increase surveillance. Towing people will just continue to make life miserable for local beach users. The water is one of the last free things locals people enjoy and have access to, do not start charging people to park or punishing them with towing if they happen to park longer than allowed.

Mahalo

K

From: [Maggie Hallahan](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1: Protect Kama'aina Surf Access, and Stop Towing Us
Date: Wednesday, September 24, 2025 4:38:33 PM

Please let me speak by Video Call in.

Aloha Chair and Members of the Board,

Mahalo for the opportunity to testify today. My name is Captian Maggie Hallahan and I speak before you with deep concern for the future of public access and accountability at the Ala Wai Harbor.

First, I urge the Board to retain approval authority over the harbor parking contracts, rather than delegating this responsibility solely to the DLNR Chairperson. These contracts affect thousands of residents and visitors. Decisions of this magnitude deserve the oversight, transparency, and collective wisdom that only the full Board can provide.

Second, I ask you to protect free Kama'aina access to the beach at Ala Wai Harbor. For generations, local families have come to fish, paddle, and enjoy the shoreline. It would be wrong to let parking enforcement become a barrier to those cultural and recreational traditions. The harbor belongs to the people of Hawai'i, and access must remain open and equitable.

Finally, before deploying a so-called "camera car" to enforce parking, the Board must decide who will be responsible for issuing citations and then have that gruop ticket before towing. Accountability just cannot be outsourced to a private operator. Enforcement should begin with a standard government-issued

parking ticket, and only escalate to towing if violations persist. Skipping directly to towing is excessive, punitive, and unfair to residents who may simply make an honest mistake.

In closing, I respectfully ask this Board to stand for fairness, transparency, and community access. Please ensure your approval of these parking contracts, protect Kama'aina access to the beach, and require a just and responsible process for parking enforcement. Board to retain these approvals! Please

Mahalo for your time and for your service to the people of Hawai'i.

Captain Maggie Hallahan

maggie@mhpv.net

C-415-305-7553

From: [Marija Colic](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Opposing J-1: Protect Kama'aina Surf Access, and Stop Towing
Date: Wednesday, September 24, 2025 4:45:09 PM

Aloha DLNR Chair Chang and BLNR Board Members,

I respectfully urge you to stop the current DOBOR J-1 submittal and reconsider the approach to parking enforcement at the Ala Wai Small Boat Harbor. Before introducing a “camera car” for parking enforcement, it is critical to implement a ‘citation-first’ system, such as the \$35.00 parking ticket. Last year (2024), 2,512 vehicles were towed from the Ala Wai Small Boat Harbor, yet only 4 parking citations were issued. This demonstrates the urgent need for a structured process that issues standard citations before towing occurs.

In your decision-making, I ask you to:

- Ensure Board member approval of parking contracts, rather than allowing decisions to be made solely by the DLNR Chairperson.
- Protect free Kama‘aina access to the beach at Ala Wai Harbor.
- Determine responsibility for issuing parking citations prior to deploying a “camera car,” requiring that a standard parking ticket be issued before escalating enforcement to towing.

Mahalo for your attention and for ensuring fair and equitable management of Ala Wai Small Boat Harbor.

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Marija Čolić, PhD, BCBA-D, LBA
Assistant Professor
Department of Special Education
University of Hawai‘i at Mānoa
Email: colic@hawaii.edu
Office: UA 4, RM 7
Virtual office: [Čolić's V-office](#)

Respecting the ‘āina (land) we gather upon, I acknowledge the ‘āina (land) of Wist Hall in Pa‘ākea, in the ahupua‘a of Mānoa. This territory is revered by Native Hawaiian/kanaka maoli/kanaka as Papahānaumoku, their ancestral grandmother. I recognize Queen Lili‘uokalani’s sacrifice, yielding Hawaiian lands under duress and having Hawai‘i as an illegally occupied state of America.

I recognize my kuleana – both my responsibilities as well as my dear privileges – to care for this ‘āina for the many generations yet to come. I also recognize my kuleana to invite each of you to help me in this most important endeavor and I do so at this time.

From: [Robert Duerr](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1: Protect Kama'aina Surf Access, and Stop Towing
Date: Wednesday, September 24, 2025 4:31:11 PM

Aloha BLNR,

BLNR Please OPPOSE J-1 at your meeting on Friday, September 26, 2025. Please do not give DLNR the sole authority to decide on the parking and parking fees at Ala Wai Harbor and Ala Moana Bowls. Keep this transparent. Boating, surfing and tourist workers need parking spaces. Boat permits needs parking permits. Surf at cultural icon Ala Moana Bowls parking must remain free.

Towing without a citation is predatory. Parking citations should be given before towing. Multiple offenses might then deserve a tow.

Finally, the Governor, DLNR and others have cited that towing is needed to keep spaces open from those who park all-day. These all-day parkers are workers. Workers need parking to keep tourists enjoying the Hawaii lifestyle. Need more parking don't charge locals. Build a parking garage.

Mahalo,

Robert Duerr
Surfer

Albatross News
Senior Active Outdoor Writers Association of America
808-937-9104
albatrossnews@proton.me

From: [Sienna Streamfellow](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1: Protect our parking , and stop instant tow
Date: Wednesday, September 24, 2025 2:32:15 PM

I strongly oppose J-1.

Please do not give the chair of the committee power over decisions at the Ala Wai Harbor. We the community need to be able to have a voice and the members of the committee can help make sure all different opinions can be heard.

Using a camera car is a breach of privacy and seems ridiculous when over 2000 cars were instant towed last year without tickets. The money could be going to funding the harbor but is going to the parking company instead. This car camera is not our answer to parking issues and keeps things accessible for all.

Mahalo,
Sienna Streamfellow

From: [Solomon Kawamae](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Oppose J-1: Protect Kama'aina Surf Access, and Stop Towing Us
Date: Wednesday, September 24, 2025 2:26:06 PM

Aloha, I oppose this proposal until there is more clarity and reassurance of the actions that will take place. DLNR should...

Ensure Board member approval of these parking contracts, not just the DLNR Chairperson.

Decide who will be responsible for issuing parking citations before a 'camera car' is deployed.

Require the government to issue a standard parking ticket before directly to towing.

Or get rid of the allowed parking time of 6 hours until the proper management is solidified thoroughly and adequately for the justice of our tax payers.

From: [Susan Bowen](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] OPPOSE J-1 — No parking enforcement LPR 'camera car' without first establishing citation-first parking enforcement system.
Date: Wednesday, September 24, 2025 4:06:19 PM

Dear DLNR Chair Chang & BLNR Board Members,

**Please Stop this DOBOR J-1 submittal. Instead, Create a
'citation-first' parking enforcement such as a \$35.00 ticket.**

**I am for enforcing rules. I am also for rules that support the
people to enjoy the aina.**

**Sincerely,
Susan Bowen
Kailua, Hawaii**