



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Ristow

SUBJECT: See Below

DATE: May 26, 2026

Approved

Date:

6/3/26

COUNCIL DISTRICTS: 1, 3, 4, 5, 7, 8, 10

SUBJECT: Actions Related to the Removal of Vehicles Parked in Violation of Prohibited Large Vehicle Parking Zones and No Overnight Parking Zones on Identified Streets

RECOMMENDATION

- (a) Adopt a resolution authorizing the removal of large vehicles parked or left standing in violation of “no large vehicle parking zones” on the following streets or portions of streets:
- (1) West side of Boynton Avenue, between Blackford Avenue and Underwood Drive;
 - (2) Both sides of Mabury Road, between East Taylor Street and Timothy Drive;
 - (3) Both sides of Berger Drive, between East Gish Road and Oakland Road;
 - (4) Both sides of Via Del Oro, between Great Oaks Boulevard and Bernal Road;
 - (5) South side of Fallingtree Drive, between Flickinger Avenue and Olivetree Drive;
 - (6) East side of Wonderama Drive, between Pixanne Court and Ocala Avenue;
 - (7) West side of Park Pleasant Circle, south of Aramis Drive and fronting Mount Pleasant Park;
 - (8) Both sides of Las Plumas Avenue, between Educational Park Drive and King Road;
 - (9) East side of Educational Park Drive, between McKee Road and Schulte Drive;
 - (10) North side of Schulte Drive, between Educational Park Drive and Checkers Drive;

- (11) West side of South 31st Street, between East San Antonio Street and Alum Rock Avenue;
 - (12) Both sides of South Seventh Street, between Leo Avenue and Tully Road; and
 - (13) Both sides of Little Orchard Street, between Barnard Avenue and Cimino Street.
- (b) Adopt a resolution authorizing the removal of vehicles parked or left standing between 10:00 p.m. and 6:00 a.m. in violation of “no overnight parking zones” on the following streets or portions of streets:
- (1) Both sides of Las Plumas Avenue, between King Road and North Marburg Way;
 - (2) Both sides of Remuda Lane, between Zanker Road and Roberson Lane;
 - (3) Both sides of Regatta Lane, between Zanker Road and Roberson Lane;
 - (4) Both sides of Roberson Lane, between Zanker Road and Remuda Lane;
 - (5) Both sides of Felipe Avenue, between Olinder Court and dead end; and
 - (6) Both sides of Mona Way, between Darryl Drive and dead end.

SUMMARY AND OUTCOME

Adoption of the recommended resolution will allow the City to install permanent parking restriction signage authorizing the removal of vehicles illegally parked in violation of “no overnight” or “no large vehicle parking zones” on specific streets assessed as part of the Oversized and Lived-in Vehicle Enforcement (OLIVE) program and as outlined in Manager’s Budget Addendum #16¹ included as part of the Fiscal Year (FY) 2024-2025 budget process.

BACKGROUND

The OLIVE strategy, adopted as part of the FY 2024-2025 budget process, was established to help reduce the impacts of prolonged parking by large congregations of oversized and lived-in vehicles by promoting vehicle circulation. The Department of Transportation (DOT) operationalized this through temporary tow-away zones, enhanced street sweeping, and ongoing site impact reviews, including data collection at 30, 60 and 90-day post enforcement intervals. These efforts informed the evaluation of up to 10 of the initial OLIVE sites for potential permanent parking restrictions.

¹ [MBA 16 Oversized Vehicle Regulation Pilot Program.pdf](#)

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The California Vehicle Code establishes the enforcement authority, scope, and mechanisms available to cities and law enforcement agencies for regulating parking violations. Under the California Vehicle Code, the standard enforcement action for violations of overnight and oversized vehicle parking restrictions is the issuance of parking citations. However, California Vehicle Code Section 22651(n) authorizes local jurisdictions to designate existing parking violations as towable offenses through the adoption of a local ordinance or resolution.

In April 2024, the City Council approved amendments to Sections 11.98.025 and 11.36.255 of the San José Municipal Code authorizing the removal of vehicles parked in violation of posted “no overnight” or “no large vehicle” parking restrictions.

ANALYSIS

DOT analyzed data from each of the initial 34 OLIVE sites addressed between January and June 2025 during the first phases of the OLIVE program. This analysis included post-enforcement parking inventory data collected at 30, 60, and 90-day intervals to identify locations experiencing reparking of vehicles and that may benefit from permanent parking restrictions. Between October and December 2025, DOT staff conducted additional site visits and collected updated parking inventory data across the OLIVE locations. This information was used to evaluate outcomes, identify areas where vehicles had returned, and assess impacts to priority areas such as waterways, schools, parks, safe parking sites, and emergency interim housing locations.

Based on this analysis, DOT identified 17 OLIVE sites for further investigation, almost double the number of site investigations originally committed to. Each site was reviewed by engineering staff to determine if the installation of “no large vehicle” parking restrictions was warranted based on identified safety hazards to vehicles, bicyclists, or pedestrians when oversized vehicles are parked. This evaluation considered the street width and lane geometry, sightlines, parking occupancy, as well as proximity to schools and parks, and adjacent to bike lanes. When a location did not meet the threshold to qualify for large vehicle parking restrictions, alternate restrictions including “no overnight parking (10 p.m. – 6 a.m.)” or “no parking anytime” was considered.

Across 16 OLIVE sites 19 street segments are recommended for the installation of permanent parking restrictions. The remaining site (N. 28th Street) was not included due to recent street restriping and the installation of updated parking restriction signage. Of the 20 street segments evaluated, 13 segments met the threshold to warrant the installation of “no large vehicle” parking restrictions. The remaining six street segments are recommended for “no overnight parking” restrictions.

DOT staff met with impacted Council offices throughout January 2026 to review the status of the OLIVE program, as well as the associated parking restriction analyses and recommendations.

As no additional budget was allocated to increase staffing within the Parking Compliance Unit, enforcement of the proposed parking restrictions will be conducted by existing Parking and Traffic Control Officers during their citywide proactive patrols. These patrols are intended to cover each city street approximately once every 14 days and are not reactive.

Additionally, current staffing levels provide limited overnight enforcement capacity, which will constrain tow enforcement associated with the proposed overnight parking restrictions across the identified six street segments. Any tow enforcement of an occupied vehicle will require coordination with the San José Police Department, which may extend enforcement timelines and affect overall towing outcomes.

EVALUATION AND FOLLOW-UP

To date, DOT has implemented and completed enforcement at a total of 71 OLIVE sites. This memorandum expands upon the original commitment outlined in Manager's Budget Addendum #16 to analyze up to 10 OLIVE sites by advancing analysis and recommendations across 17 sites.

DOT is also committed to further expanding permanent parking restriction analysis across the remaining 54 OLIVE sites, to be completed in early 2027, with corresponding recommendations scheduled to be brought forward to the City Council for approval by mid-2027.

FISCAL IMPACTS

Costs for the fabrication and installation of parking restriction signage at the identified locations will be absorbed within the budgeted allocation of \$164,000 for the OLIVE program, under the Transportation Department's Non-Personal/Equipment appropriation in the General Fund. One-time installation costs as estimated to be approximately \$100,000. Funding for ongoing maintenance of newly installed signs will need to be incorporated in the Department's ongoing signs maintenance General Fund operating budget in development of the 2027-2028 base budget. At this time, the Department anticipates that the estimated annual ongoing maintenance costs to repair or replace restricted parking signage is \$10,000 for materials and staff time.

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COORDINATION

This memorandum was coordinated with the City Attorney's Office, City Manager's Budget Office, and the Planning, Building, and Code Enforcement Department.

PUBLIC OUTREACH

This memorandum will be posted on the City Council Agenda website for the June 16, 2026 City Council meeting.

Additionally, each City Council office has conducted outreach and engagement with neighboring residents and businesses in areas where new tow-away parking restrictions are recommended.

BOARD, COMMISSION, COMMITTEE RECOMMENDATION AND INPUT

No board, commission, or committee recommendation or input is associated with this action.

CEQA

Not a Project, File No. PP17-008, General Procedure and Policy Making resulting in no changes to the physical environment.

PUBLIC SUBSIDY REPORTING

This item does not include a public subsidy as defined in section 53083 or 53083.1 of the California Government Code or the City's Open Government Resolution.

/s/
JOHN RISTOW
Director of Transportation

For questions, please contact Heather Hoshii, Deputy Director, Transportation, at heather.hoshii@sanjoseca.gov.

ATTACHMENT:

Attachment – Maps of Proposed Parking Restrictions

Attachment

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Maps of Proposed Parking Restrictions

No Large Vehicle Parking Sites



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No Large Vehicle Parking Sites, Continued



Attachment

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No Large Vehicle Parking Sites, Continued



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No Overnight Parking Sites

