Dear Mayor de Blasio,

Currently, 41% of New Yorkers receive a delivery at least several times a week. With e-commerce here to stay, the number of deliveries is only going to grow. This activity, combined with everyday drop-offs and pick-ups on our residential streets results in significant curbside demands and a proportionate increase in double parking. Double parking creates unsafe conditions for pedestrians, cyclists, and motorists and is the key contributor to congestion. This congestion leads to increased air pollution, noise pollution and lost revenue due to delays and ticketing. Every citizen pays for these costs either directly, at a price of $115 per ticket, or indirectly, through the additional costs of goods and services and costs to their health.

To address this problem, we, the undersigned, endorse a citywide initiative under which any multi-tenant building can convert up to 40' of on-street parking space directly in front of its building entrance into a No Parking Zone (available for expedited drop off and pick up of people and goods), as long as (a) that space has no special designation for commercial parking and (b) over 50% of the household units in that building vote for the change. A multi-tenant building with up to 25' of frontage can request up to 20' for No Parking; a multi-tenant building with over 50' of frontage can request up to 40' for No Parking. Within sixty (60) days of receipt of the building vote, the Community Board will confirm that the above conditions have been met. If the Community Board does not meet the deadline, DOT will assume that the criteria have been met. Once DOT receives this Community Board confirmation or accepts the application itself, the agency will automatically and expeditiously create the No Parking Zone.

To test the interest and effectiveness of this initiative, we recommend pilot programs within several Community Boards. If the pilots prove successful, the program will become a rule for the entire city.

Yours truly,

The Neighborhood Empowerment Project