



**TRAFFIC/PARKING ZONE REQUEST FORM  
FINDING AND ORDER APPLICATION**

Engineering Department \* Phone: (608) 789-7505 \* Fax: (608) 789-8184  
www.cityoflacrosse.org/engineering      engineering@cityoflacrosse.org

APPLICATION NO:
DATE:
PARCEL ID:

STATUS:	APPLICATION TYPE:
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**APPLICANT INFORMATION**

NAME (FIRST, MI, LAST): Jackie Eastwood		DATE: 09/05/2023
ADDRESS (STREET, CITY, STATE, ZIP): 2322 Weston St, La Crosse, WI 54601		
PRIMARY PHONE NUMBER: 608.788.1138	EMAIL ADDRESS: jackieeastwood@ymail.com	

**TRAFFIC AREA DETAILS**

LOCATION OF REQUEST – BE SPECIFIC (PROVIDE PHOTOS IF AVAILABLE):  
Disabled parking spot on westbound Jay St between 5th Ave and 4th St at the far side of the alley. Although there are many disabled parking spaces downtown, most do not accommodate rear-load vans.

PURPOSE OF REQUEST:     ADD ZONE     REMOVE ZONE

ZONE TYPE:     PARKING (No Parking, Loading Zone, 2 Hour)     TRAFFIC CONTROL (Stop, Yield)     DIRECTIONAL CONTROL (Turning Lane)  
 PEDESTRIAN (Crosswalk, Advanced Warning)     DIRECTION OF TRAVEL (One Way)     OTHER (Specify in Comments)

COMMENTS:  
Disabled parking; alternate request to Main St (although both would be great)

The undersigned understand and agrees to the following:

1. The completed form does not guarantee the desired outcome;
2. Results of recommendations are subject to approval by the Board of Public Works (BPW) or Common Council;
3. Implementation shall comply as necessary with Wisconsin State Statutes, City of La Crosse Municipal Code, and the MUTCD;
4. The applicant will be notified of meeting date for public hearing before BPW or Common Council;
5. Attaching a petition may be beneficial in the decision-making process.
6. Parking requests need to come from or have approval from the Property Owner(s).

Jackie Eastwood	Caretaker	09/05/2023
APPLICANT OR AUTHORIZED REPRESENTATIVE SIGNATURE (TYPED**)	TITLE	DATE
<i>**By typing your name, this constitutes a legally binding, electronic signature</i>		

**TRAFFIC ENGINEER USE ONLY**

DATE RECEIVED: 9/5/23	REVIEWED BY: STS
TRAFFIC STUDY REQUIRED: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	PETITION REQUIRED: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
TRAFFIC ENGINEER COMMENTS: Approved	

**POLICE PARKING UTILITY USE ONLY**

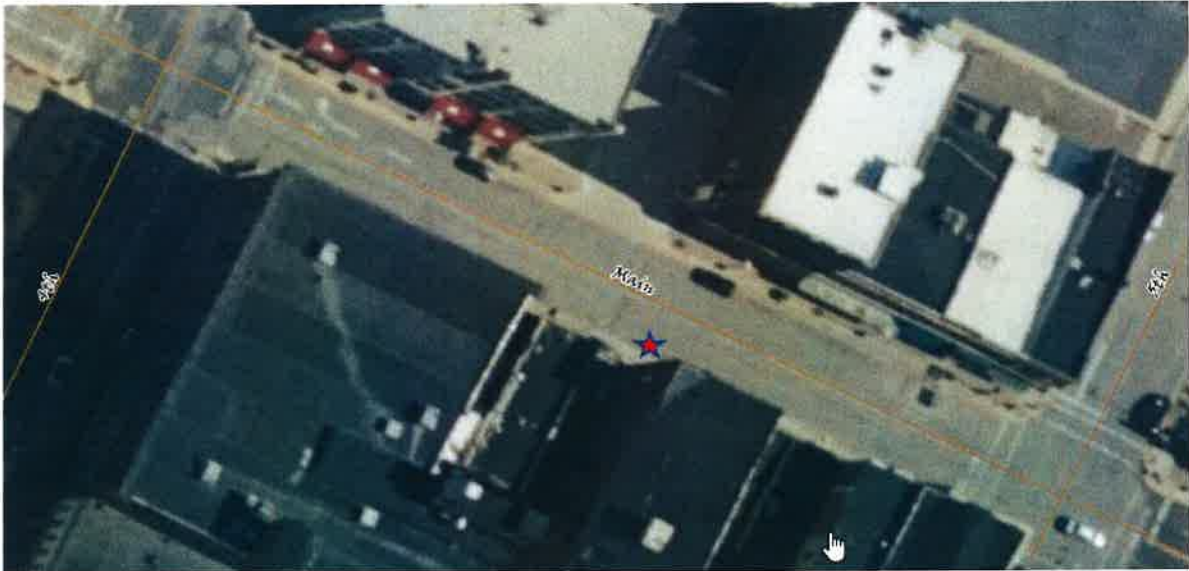
DATE RECEIVED:	REVIEWED BY:
POLICE PARKING UTILITY COMMENTS:	

**BOARD OF PUBLIC WORKS USE ONLY**

BOARD OF PUBLIC WORKS MEETING DATE:	APPLICANT NOTIFIED BY (NAME):	DATE/TIME OF NOTIFICATION:
COMMENTS:		
<input type="checkbox"/> APPROVED <input type="checkbox"/> DENIED	EFFECTIVE DATE:	

I have found that alley access to a sidewalk is more accessible than the curb ramps. The slope is less, they are maintained better, and they do not have the detectible pads, which are hard to pull a manual wheelchair over, especially on a slope. I avoid crossing the street because I have to turn the wheelchair around in the street to back up the curb ramp. The front wheels will turn in at the lip, causing the wheelchair to pitch forward. The condition of the crosswalks also makes it difficult to cross without getting jammed in a crack.

Preferred location:



Alternate location:

