



Vehicle Access Standards and Bicycle & Pedestrian Access Standards

The City of Middleton has established minimum requirements for the provision of driveways and other points of access to public rights-of-way for various sites and uses. Here are the answers to some frequently asked questions:

What do these apply to?

These regulations apply to each driveway and access points onto a public street or right-of-way in all new developments. It also applies if the repair to an existing driveway is 50% or more of its value. Additional regulations relating to driveways can be found within Chapter 19 of the City of Middleton Municipal Code and the Access Management Plan.

Who reviews and approves these standards?

These standards are reviewed and approved through the site plan review process (see Section 10.10.43). Also, see Chapter 19 of the Middleton Municipal Code.

What are the general design requirements for driveways?

Any and all proposed driveways and other access points on the subject property shall be depicted as to their location and configuration on the site plan required for the development of the subject property. The following design requirements apply to all new developments:

- (1) One street access point shall be established per site. In the case of any parcel with street frontage greater than 200 feet along a street that is not functionally classified as an arterial or collector street, two street access points may be permitted with the approval of a Site Plan (see Section 10.10.43).
- (2) Angle of Intersection with Public Right-of-Way. All driveways and other access points shall intersect with any public right-of-way at an angle of not less than 75 degrees, and shall ideally intersect at an angle of 90 degrees.
- (3) Visibility Standards. All driveways and other access points shall comply with the visibility standards of Section 10.06.05.
- (4) Traffic Control. The traffic generated by any use shall be channelized and controlled in a manner that avoids congestion on public streets and other safety hazards.
 - (a) Traffic into and out of all off-street parking, loading, and traffic circulation shall be forward-moving, with no backing into public streets. Single- and two-family land uses are exempt from this standard.
- (5) Surfacing.
 - (a) Driveways shall follow the surfacing requirements of Section 10.06.06(7)(f).

What are the design requirements for Single and Two Family Residential Driveways?

- (1) Minimum Driveway Setback. All driveways shall meet all pavement setbacks of the applicable zoning district in Article II and be a perpendicular extension from the street to the garage or primary parking facility.
- (2) Driveway Width.
 - (b) Driveways shall be a minimum width of 10 feet. Driveways leading to garages are limited to a maximum width of 24 feet at the lot line (see Figure 10.06.03a. label "A"), but may increase to the width of the garage or legal uncovered parking area next to the garage between the side or street side lot line and the outer extent of the garage or parking area. The length of the widened section shall not exceed 18 feet. See Figure 10.06.03b. label "A", "B", and "C". Where no garage exists, the maximum driveway width shall be 12 feet.
 - (c) If a 10-foot driveway width is unattainable, the Zoning Administrator may reduce the minimum required driveway width to that which is deemed functional. This remedy shall only be implemented if the allowances for small lots of Section 10.04.30 are unattainable.
- (3) Where the width of the driveway at the garage or uncovered parking area exceeds the maximum width of the driveway at the lot line, the driveway shall be tapered between the garage or the edge of the uncovered space alongside the garage and the lot line starting a minimum of 5 feet inside the parcel. See Figure 10.06.03b. label "B". When leading to a legal uncovered space next to the garage, the driveway width shall be the least possible needed and shall not exceed 24 feet in width at the property line.
- (4) Driveways for two family uses with adjacent, attached garages are limited to 24 feet maximum width at the property line for each driveway leading to each unit. See Figure 10.06.03c. label "A".

Figure 10.06.03a: Driveways up to 24 Feet Wide

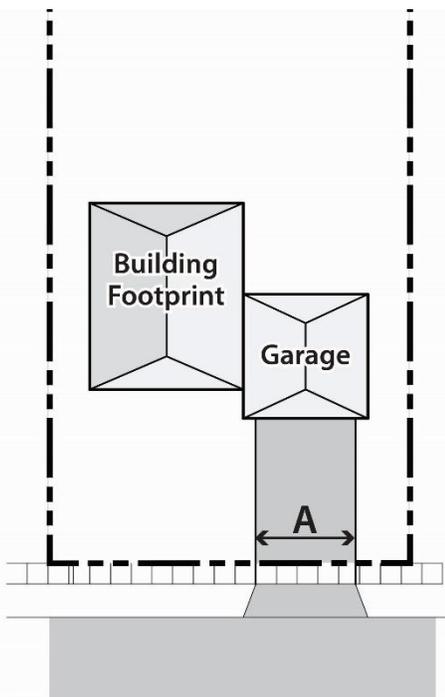


Figure 10.06.03b: Driveways Wider than 24 Feet

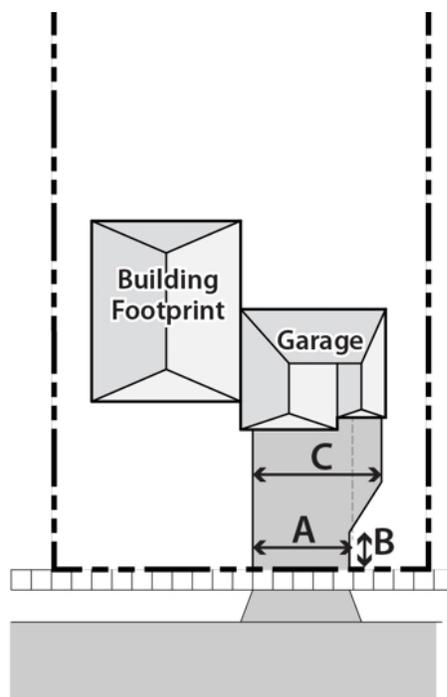
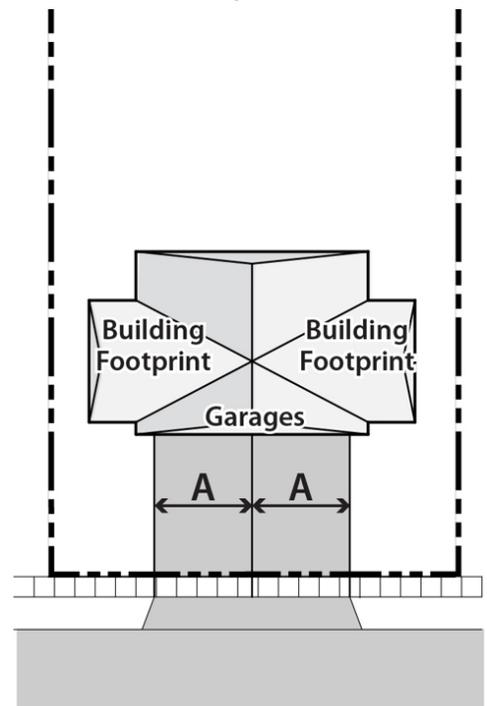


Figure 10.06.03c: Two Family Dwellings with Two Driveways



What are the design requirements for Multi-Family Residential, Mixed-Use, Institutional, Commercial, and Industrial Use Driveways ?

- (1) Minimum Driveway Setback (Side Lot Line to Pavement or Rear Lot Line to Pavement on Corner Lots).
 - (a) With the exception of interconnected drives and parking areas with an established cross access easement, driveways shall meet the minimum pavement setback as required for the applicable zoning district.
 - (b) On corner lots, driveways shall be set back a minimum of 10 feet from the rear lot line.
- (2) Driveway Width. Driveways shall be a minimum width of 10 feet. The maximum driveway width shall be 30 feet, unless required to be larger for fire access or large volumes of long-wheelbase vehicles. The design of such larger driveways shall be determined by City staff through the Site Plan review (Section 10.10.43) or a Traffic Impact Analysis.
- (3) Traffic Impact Analysis. The City may require that a traffic impact analysis (TIA) be completed in accordance with Section 10.06.03(15)(c).

What if my existing driveway doesn't meet these requirements?

Existing driveways located on properties containing single or two family land uses need to be improved to current standards if repair or rehabilitation is greater than 50% of its value.

Shared driveways (driveways located on multiple lots and typically situated over lot lines) that existed prior to March 1, 2024, may remain legal driveways. No new or reconstructed shared driveways may be established unless cross-access easements are recorded with the Register of Deeds.

What can I find additional information on access management standards ?

You can find additional information in the City of Middleton Access Management Plan. The plan includes information about access limitation by functional classification and access near street intersections.

Still have questions?

Contact City of Middleton Planning & Community Development Department at (608) 821-8370 or planning@cityofmiddleton.us.



Bicycle and Pedestrian Access Standards

The City of Middleton has adopted bicycle and pedestrian access standards to support the use of alternative modes of transportation and promote safety in Middleton's transportation network. These requirements apply to all new development or redevelopment. Here are the answers to a few frequently asked questions:

How many access points is a development required to have?

Developments are required to have one pedestrian and bicycle access point that leads to a street frontage. The access point should include appropriate connections to the existing and planned pedestrian and bicycle facilities in the community and in surrounding neighborhoods.

What on-site connections are required?

The entire development shall provide walkways for full and safe pedestrian and bicycle access within the development. A walkway or walkway system may be used by both pedestrians and bicyclists.

Walkways shall provide pedestrian access through or around off-street parking areas from street sidewalks to building entries. Walkways shall be located and aligned to directly and continuously connect areas or points of pedestrian origin and destination, and walkways shall not be located and aligned solely based on the outline of a parking lot configuration unless such configuration allows for direct pedestrian access.

On-site connections need to meet the following design requirements:

- (1) Walkways shall not be less than 5 feet in width and shall be grade-separated from the parking lot or otherwise delineated with pavement markers, planters, or alternate paving materials. Parked vehicles shall not encroach upon this minimum width.
- (2) The entirety of the on-site pedestrian walkway system shall be marked and defined using pavement treatments, signs, lighting, median refuge areas, and landscaping as appropriate, as consistent with the Americans with Disabilities Act and the building code, and as approved by the Zoning Administrator.
- (3) Where the pedestrian walkway crosses drive aisles or internal roadways, the pedestrian crossing shall emphasize and place priority on pedestrian access and safety.
- (4) The material and layout of the pedestrian walkway shall be continuous throughout the property, outside of areas in which the driveway paving may be different than pedestrian walkway paving.
- (5) Walkways shall meet the minimum pavement setback as required in Article II for the applicable zoning district.

Additional questions?

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