

From: [Nicholas Davies](#)
To: [Urban Design Comments](#)
Cc: schehak@madison.k12.wi.us; sbowersox@opnarchitects.com
Subject: No to child drive-thrus at Toki / Orchard Ridge (93015)
Date: Tuesday, May 19, 2026 7:30:56 PM

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Dear UDC,

Madison's [Draft Safe Routes to School Plan](#) says:

Be careful about relying on drop off loops for caregiver vehicles. A variety of safety concerns are observed at Madison schools that utilize drop off loops or parking lots for student drop off. These include long queues into or out of drop off loop or parking lot; risk of crashes between students walking on the sidewalk and drivers entering or exiting the lot; risk of crashes between students walking in the parking lot and drivers in the parking lot; and risk of crashes between drivers turning out of the parking lot and drivers on the street.

...and yet this planned redevelopment of Toki and Orchard Ridge is seeking to introduce this very type of rural, congestion-causing traffic element to the school campus. It may be no coincidence that they're attempting to push this non-compliant drop-off loop through before the Safe Routes to School Plan gets finalized.

In addition, this will bring high traffic volumes onto Gilbert Rd. Gilbert is on Complete Green Streets' All Ages & Abilities bike network. This means that it's a street that needs to be safe for people of all ages to cycle, and that includes students attending these schools.

Russett Rd, along the southern edge of the property, has [already been hazardous](#) for kids walking, and now more traffic will be directed onto it, en route to Gilbert.

Rather than bringing automobile traffic onto the school property, the way to improve safety is to increase the area around the school where kids are free to be kids.

Madison is already [piloting a School Street program](#) at Marquette Elementary, which will temporarily close the street in front of the school during arrival and dismissal times. That is the direction that we should be moving, and Toki & Orchard Ridge shouldn't be left out.

Thank you,

Nick Davies
3717 Richard Stf

From: [Austin Griesbach](#)
To: [Luecke, Kevin C](#); [Safe Streets](#); [Urban Design Comments](#); [Figueroa Cole, Yannette](#)
Subject: MMSD School Design and Complete Green Streets
Date: Tuesday, May 19, 2026 9:43:23 AM
Attachments: [2026-05-19_Madison_Vision_Zero_Progress.png](#)
[image.png](#)

You don't often get email from austin.griesbach@icloud.com. [Learn why this is important](#)

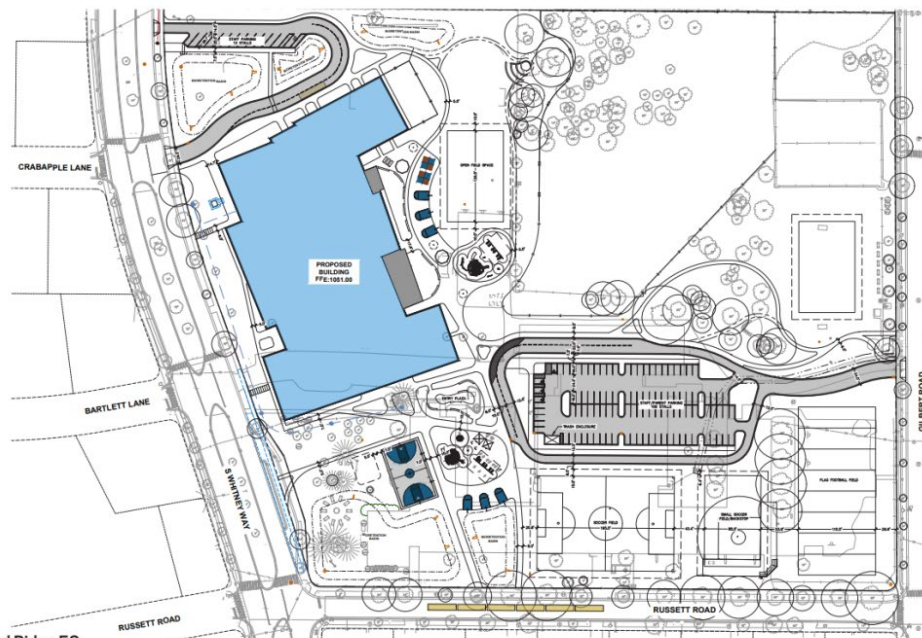
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Hello,

I recently saw the updated plans for Toki Elementary and Orchard Ridge Middle Schools on [the Urban Design Commission agenda](#). I wanted to express my concerns about the drop-off and parking configuration, and its compatibility with safety and wider City plans.

The design calls for a major drop-off loop off of Gilbert Road. Not only will this substantially increase the level of traffic on Gilbert Road, it will also likely increase the level of traffic on Russett Road (where a kid was hit by a driver recently) as drivers cut over to Gilbert from Whitney.

Site Plan



MMSD REF 24: Akira Toki MS - Orchard Ridge ES
OPN Architects | JSD Inc.

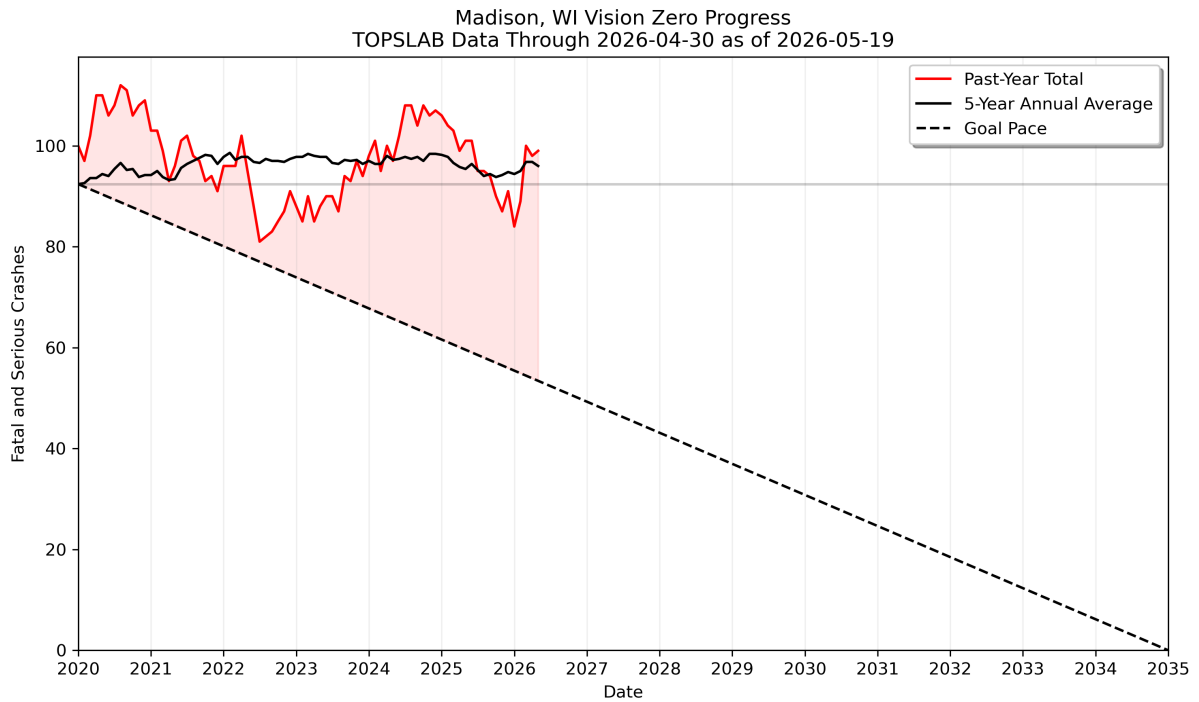
UDC Informational

Madison, Wisconsin | 5/4/2026 | 4

I am worried that this will harm City-wide bike connectivity, as well as kids' access to their own school by bike. Gilbert Road was on the original All Ages and Abilities bike network, and remained on the network in the recent draft comment period. Taking Complete Green Streets at its word, Gilbert Road should really be a bike boulevard with motor vehicle volume kept as low as possible.

"Generally an all-ages-and-abilities bike boulevard would occur on-street. Additional incorporating geometric elements (such as curb extensions, chicanes to reduce speeds, or diverters) may be needed. As feasible, traffic calming measures will be

used to reduce the prevailing speed to 20 mph or less and to keep ADT low (max ADT on a bicycle boulevard is 3,000; 1,000 if transit route)". This council-adopted City policy seems wholly incompatible with a major driveway loop like this on Gilbert. I think the driveway design will harm the City's ability to stand by its policy commitments and achieve the Vision Zero goal.



Thank you,
Austin Griesbach