

From: [Darko Kalan](#)
To: [Transportation Commission](#)
Subject: Letter from the Raymond/Gilbert Crossing Gard
Date: Saturday, May 30, 2026 11:39:06 AM

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

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Transportation Committee:

My name is Darko Kalan. I am the Crossing Guard at Raymond and Gilbert. I've been at this location for the past four years. My purpose in writing to the Committee is to express my concerns over the potential removal of the Crossing Guard presence at Raymond and Gilbert resulting in the absence of child safety.

Through the year, the number of children using the crosswalk has varied dramatically. During the winter months, the numbers are quite low, usually in the range of 4-8 for both morning and afternoon. Currently the numbers are somewhat higher and are in the range of 10-14 for morning and a bit higher during the afternoon. During the warmer months, the children crossing are attending both Orchard Ridge as well as St Maria Goretti.

The issues from my perspective are:

- **Current Traffic Control Items:** As of last summer the following traffic control items were added or existed:
 - The city has posted numerous signs alerting traffic of pedestrians using the crosswalk.
 - Additional marking has been painted in the road pavement.
 - The sidewalk has been extended by half a lane on Raymond Rd. on both the south and north sides, reducing Raymond Rd. by one lane.
 - There are flashing speed signs showing the auto speed to drivers on both the east and west sides of the Raymond/Gilbert intersection.
 - There are also Rapid Flashing Beacons that can be used by pedestrians when crossing Raymond Rd.

Unfortunately, all the above mentioned changes have done little to reduce traffic speed. The posted speed on Raymond Rd. is 30 MPH. In reality, during the morning, few cars travel at the posted speed. Most cars are traveling between 35 and 40 MPH, some even faster.

In the afternoon, the speed is about the same as during the morning. However, there are numerous times when autos will exceed 50+ MPH. This is true on both the east and west bound afternoon traffic. I don't have any way of measuring the speed. But it's obvious that some cars are traveling significantly faster than the prevailing traffic.

- **Driver Carelessness:** For the most part drivers are respectful when I cross the children and use the pedestrian crossing flasher. However, there have been occasions when I've turned on the flasher but cars have not stopped. Turning on the flasher is not a guaranteed indicator that one can proceed into the intersection prior to ensuring traffic has come to a complete stop.

Additionally, I've activated the flasher and traffic has stopped. I've entered the intersection and have indicated to the children to begin crossing, only to have an auto that was stopped

accelerate and drive through the intersection. This has happened on a number of occasions. When this occurs, the only option available to me is to keep the children as safe as possible and move them out of harm's way. I haven't been able to get the tag number of the car as children safety is the priority.

- **Intersection Stopping:** After parents pick up their children, they may drive south on Gilbert to Raymond. At the intersection of Raymond and Gilbert, some do a "California stop" turning right onto Raymond, while at the same time looking to the east for oncoming traffic. They don't see what's going on in the intersection, where we are trying to cross, until they enter the crossing area. This is currently something I watch for when crossing with the children. A child crossing the intersection by themselves would not be aware of this issue and could be hit by the auto.
- **Traffic Gaps:** There are gaps in the flow of traffic (both morning and afternoon). I'm not sure all the children currently using the crosswalk really understand when it's safe or not safe to proceed to cross, based on an existing gap. I do use gaps to cross the children. That's because I don't want to stop significant numbers of cars stopping and having the potential of angering drivers that might be in a rush. Most of the kids currently using the crosswalk are 2nd to 4th grade level. Currently there is only one family which has consistently had an adult accompanying the children.
- **Winter Snow Issues:** In the winter when snow plowing occurs, there might be significant buildup of snow that is pushed to the side of the road, blocking the crosswalk. If these piles aren't moved, they freeze and become frozen hazards, turning into ice. Usually the city crews come by with their small plows or carts, but never stop. In the years I've been at this location, they have removed snow or ice from the crosswalk only a few times. Consequently, I need to bring my shovel and remove most of the snow/ice buildup. Fortunately there are sand barrels located at the intersection which help in reducing the ice danger.

In conclusion, I believe it would be a terrible disservice to the community to not have a crossing guard present at Raymond and Gilbert, predicated on the information provided above. Removal might well result in significant injury or worst, death.

Thank you for allowing me to express my thoughts about this issue.

Darko Kalan, Crossing Guard at Raymond and Gilbert.