



ARIZONA  
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TEXAS

July 17, 2026

Lavonte Childs  
Public Works Assistant Director  
City of Wylie  
949 Hensley Lane #300  
Wylie, TX 75098

Dear Mr. Childs:

In conjunction with our previous analysis performed for the roadways around Hampton Intermediate School and Parker Junior High School (as illustrated in Figure 25 of the traffic impact analysis (TIA) by Lee Engineering dated September 16, 2024 for the schools), and the City's decision to designate school crosswalks at the following two locations, we are providing for the City's convenience a summary of the location where reduced-speed school zones are recommended for City Council action:

Crosswalk Locations:

- West leg of Brown Street at Kreymer Lane
- North and south legs of Kreymer Lane at Majestic Way

In addition, when Kreymer Lane is widened from two to four lanes, pedestrian ramps are expected to be built and additional crosswalks installed at the following locations where some students will likely cross prior to these recommended improvements:

- South leg of Kreymer Lane at Hampton Intermediate School/Parker Jr. High School North Driveway
- North leg of Kreymer Lane at Mossy Oak Lane

For Hampton Intermediate School and Parker Junior High School, a 20-mph reduced-speed school zone should be provided on Kreymer Lane, from 100 feet north of Camelot Drive to 200 feet south of the future crosswalk on the north leg of the intersection of Kreymer Lane at Mossy Oak Lane, as shown in the illustration on the following page.

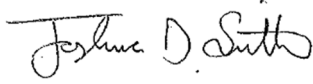
A reduced speed school zone at the intersection of Brown Street and Kreymer Lane is not deemed necessary at the current time due to the intersection's expected continued operation with stop signs on all approaches. When Kreymer Lane is widened and a traffic signal is installed at its intersection with Brown Street as currently planned by 2027 or 2028, this decision might be revisited if a crossing guard is deemed necessary to assist schoolchildren with using the signal pushbuttons to cross the street.

A reduced speed school zone along Mossy Oak Lane is not deemed necessary until such time as vacant land on the south side of the street develops and thus creates demand for student pedestrians to cross Mossy Oak Lane. The developer of this tract should be required to make crosswalk improvements and install the reduced speed school zone at that time.

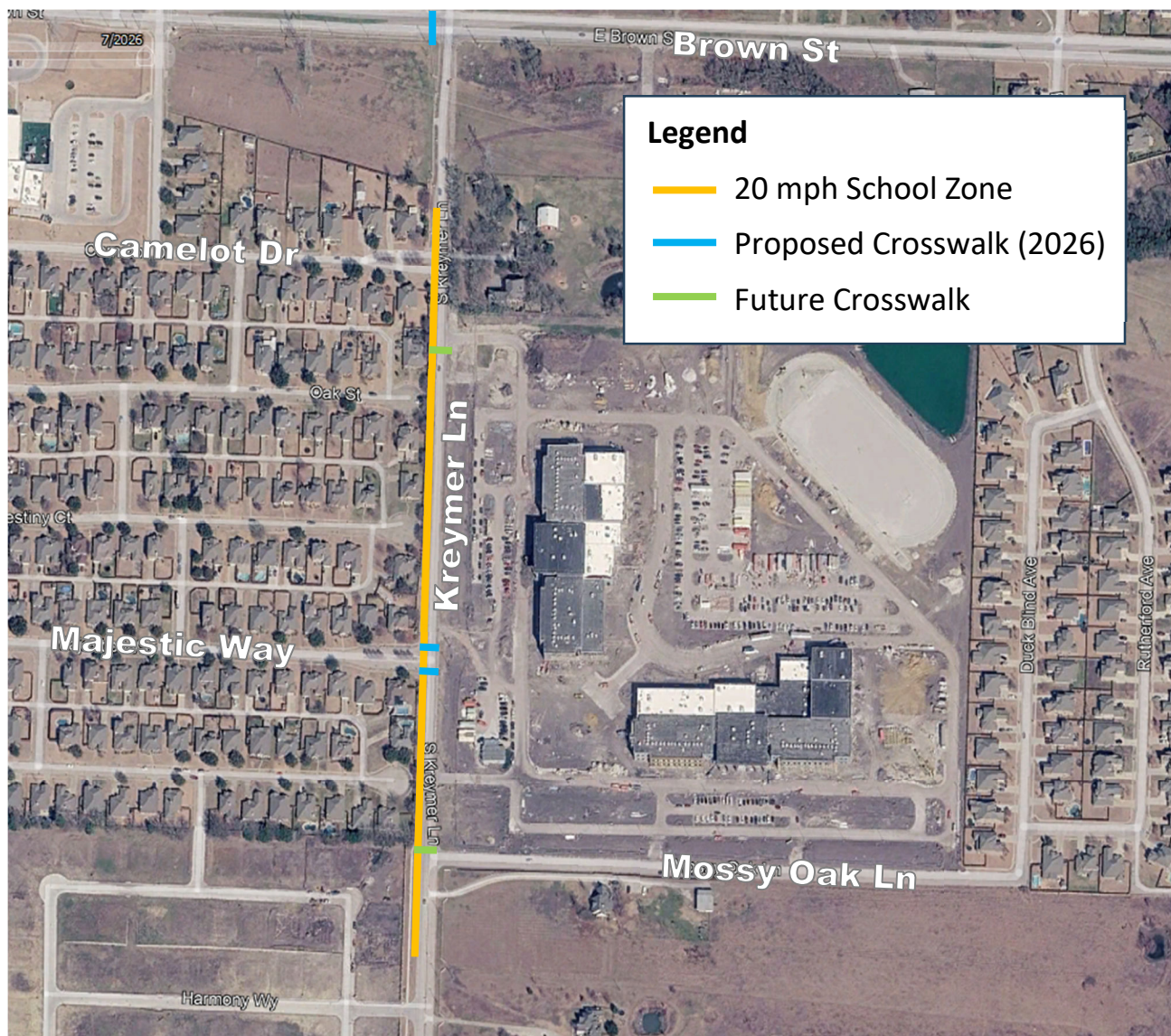
The reduced-speed school zone on Kreymer Lane listed above should be implemented consistently with the 2025 Texas Manual on Uniform Traffic Control Devices (TMUTCD) to maximize the safety of student pedestrians and the traveling public. An attached copy of Figure 7B-4 from the TMUTCD with notes by Lee Engineering illustrates some of the relevant MUTCD requirements.

Please don't hesitate to contact me if you have any questions.

Sincerely,



Josh Smith, P.E., PTOE  
Project Manager  
Lee Engineering, TBPE Firm F-450



**Figure 7B-4. Example of Signing for a Cell Phone Use Prohibited with a School Speed Limit**

S1-1 sign has long been mandatory ("shall" condition) in previous editions of MUTCD

Only the "SCHOOL" panel below the sign is optional, which the notation in this figure in the 2025 MUTCD clarifies

S4-5 sign should be installed for a reduction of speed >10 mph (i.e. from 40 mph to 20 mph). This guidance was in previous editions of MUTCD, but has now been shown in this figure for greater emphasis.

Alternative option with flasher allowed & used by City of Wylie

New sign required ("shall" condition) when mounting flashing beacon on back side of S5-1/flasher assembly

\*\*\* If used, this sign shall be placed in accordance with Section 7B.05.

