PILOT POINT
COMPREHENSIVE SAFETY ACTION PLAN





2025

Pilot Point
TEXAS

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA



Mayor Chad Major on the night the City Council adopted the Vision Zero pledge.

"I worked in the oil industry, which was highly crash oriented and not only accidents but a lot of vehicles moving. You'll never do better unless you set a goal, and that's pretty much what this is. Ours was Drive to Zero, which is the same thing. I will be honest with you, it mobilized a lot of human effort. It did change behavior, so awareness made the difference. That's why I really appreciate it, this is really good!"

DEAR RESIDENTS OF PILOT POINT, TX,

Our City has taken a critical step toward safer streets for everyone in our community.
Our Vision Zero goal means everything, because without it, and this Safety Action Plan we would not have awareness of our transportation safety needs and how to achieve them.

The City staff, Council members and I have taken the first steps towards a great achievement, eliminating traffic-related serious injuries and deaths on our streets by 2040. As we have developed this plan, we re-established critical work paths around travel safety with our school district and looked at real solutions to improve neighborhoods and connectivity in our transportation grid, especially those that impact how our families get to and out of our schools.

In addition to this critical dialogue, we are using data to make strategic investments and prioritize our spending to make the most impact in our community. All the while, we are staying critically aware of broader infrastructure needs and combining our comprehensive plan goals, design ideas and connectivity needs by layering the possibility of drainage and sidewalk improvements into our capital projects' outcomes. Our Pilot Point Master Plan Set is well complemented by our Comprehensive Safety Action Plan. The synergy to make Pilot Point better and more livable has integrated "transportation safety" for the community and all road users.

I ask Pilot Point to take this plan to heart and be responsible for each other out there on the road – drive, walk, ride and roll safe!

Chad Major

Mayor Chad Major

Pilot Point
TEXAS



Brian Heitzman, Place 1; Everett Cummings, Place 2; Ray Dane, Place 3; Chad Major, Mayor; Brian Murrell, Place 4; Mike Wilson, Place 5; and Andrew Ambrosio, Place 6.

In June 2025, the Mayor and City Council took on the Vision Zero **pledge and committed to eliminating fatalities and serious injuries that are a result of crashes on city streets and within the City of Pilot Point by 2040.**

The U.S. Department of Transportation's Safe Streets and Roads for All grant program has provided critical funding towards this goal with the development of the Comprehensive Safety Action Plan. Adopting a Vision Zero policy and taking the pledge is the City's first public move towards furthering a culture of safety in the community.

CITY OF PILOT POINT, TEXAS

RESOLUTION 2025-09-659

A RESOLUTION FOR THE CITY COUNCIL OF THE CITY OF PILOT POINT, TEXAS, PROVIDING FOR A VISION ZERO POLICY TO ELIMINATE FATALITIES AND SERIOUS INJURIES THAT ARE A RESULT OF CRASHES ON CITY STREETS WITHIN THE CITY OF PILOT POINT BY 2040.

WHEREAS, the community of Pilot Point, TX was established in 1845 and is recognized as the oldest settlement in Denton County. The City of Pilot Point, TX is a home rule municipality and political subdivision of the State of Texas with boundaries that include Denton, Cooke, and Grayson Counties; and

WHEREAS, the City of Pilot Point, Texas has been incorporated in accordance with the statutes of the State of Texas; and

WHEREAS, on November 1, 2024, the City of Pilot Point, TX and the Federal Highway Administration entered into a grant agreement under the Fiscal Year 2024 Safe Streets and Roads For All Grant Program (the "SS4A Grant Agreement") to fund the development of a comprehensive safety action plan (the "Action Plan") to enhance overall transportation network safety and prevent serious injuries and fatalities due to traffic crashes within Pilot Point, Texas; and

WHEREAS, the City of Pilot Point, Texas established the Safety Action Plan Advisory Committee (the "SAPAC"), charged with oversight of the development, implementation, and monitoring of the Comprehensive Safety Action Plan; and

WHEREAS the SAPAC, together with City staff and other strategic stakeholders, will assist in establishing a series of strategies for eliminating all traffic deaths and serious injuries within Pilot Point, Texas by 2040 ("Vision Zero") as the goal of the Action Plan; and

WHEREAS, the City of Pilot Point, Texas is dedicated to promoting public safety in its community and the North Texas region, and a Vision Zero goal is consistent with the City of Pilot Point, Texas' public mission and Comprehensive Plan; and

WHEREAS the City of Pilot Point desires to support a Vision Zero program.

NOW THEREFORE, BE RESOLVED, that the City Council of the City of Pilot Point, TX supports Vision Zero in the development of the Comprehensive Safety Action Plan; and

BE IT FURTHER RESOLVED THAT the City Council authorizes the City Manager to take such actions as may be necessary to support the inclusion of development of the Comprehensive Safety Action Plan and establish a Vision Zero goal.

PASSED AND APPROVED by the City Council of the City of Pilot Point, Texas on this the 26th day of June 2025.

Chad Major, Mayor

ATTEST:

Lynette Cox, City Secretary

TABLE OF CONTENTS

PREPARED BY LJA

01	EXECUTIVE SUMMARY	01 - 14
02	PILOT POINT STUDY AREA	15 - 26
03	SAFETY ANALYSIS	27 - 38
04	CAPITAL PLAN	39 - 52
05	CALL TO ACTION	53 - 72
06	PLAN IMPLEMENTATION	73 - 78

APPENDIX A - SAFETY ANALYSIS
APPENDIX B - EQUITY ANALYSIS
APPENDIX C - PUBLIC ENGAGEMENT



EXECUTIVE SUMMARY

SAFE SYSTEM APPROACH

Pilot Point, Texas is a rural community in northeast Denton County near Ray Roberts Lake and sits at the edge of the rapidly expanding Dallas-Fort Worth Metroplex. This and many other neighboring communities in North Texas must prepare for the growth that will occur through safe, connected infrastructure while preserving the character that makes each of them unique. This will take developing commitment and a culture of safety among residents, policymakers, educators, planners, and engineers locally by building safety into decision making systemically. The Safe System Approach established by Federal Highway Administration (FHWA) is grounded in the belief that no death or serious injury on our roadways is acceptable. It recognizes that people will inevitably make mistakes, but the transportation system must be designed so that those mistakes do not result in fatal or life-altering consequences. This philosophy shifts responsibility from individual road users to the system as a whole including its design, speed management, and emergency response. **By acknowledging human vulnerability and building multiple layers of protection, the Safe System Approach seeks to create a forgiving network where roads, vehicles, and users collectively safeguard life.** Safety becomes not just an aspiration, but a shared moral and civic duty anchored in the understanding that mobility should enhance, not endanger, community well-being.

The Pilot Point Safety Action Plan establishes a Safe System Approach by creating layers of protection that aim to anticipate human error and prevent severe harm. The Action Plan offers strategies to create Safe Road Users through education, Safe Streets Ambassadors, Safe Routes to School programs, and new sidewalks connecting neighborhoods to local campuses. Safe Speeds are supported through deployment of speed feedback signs, embracing narrower lanes in older areas, and corridor management along US 377 to calm traffic. Safe Roads use FHWA safety countermeasures such as lighting, enhanced crosswalk visibility, and additional signals while prioritizing pedestrian and bicycle safety. Post-Crash Care needs are focused on reliable emergency response, local stabilization, and Air Evac coordination for the most severe injuries. Improved access across the railroad requires further study and continued interagency collaboration to ensure EMS can reach patients quickly, bridging the distance to Trauma centers in Denton, Plano, and Dallas for critical care. The Pilot Point Comprehensive Safety Action Plan provides a data-driven roadmap to eliminate traffic deaths and serious injuries by 2040, aligning infrastructure, policy, and community action. It identifies risks, prioritizes investments, and promotes coordinated strategies that make streets safer for all users.

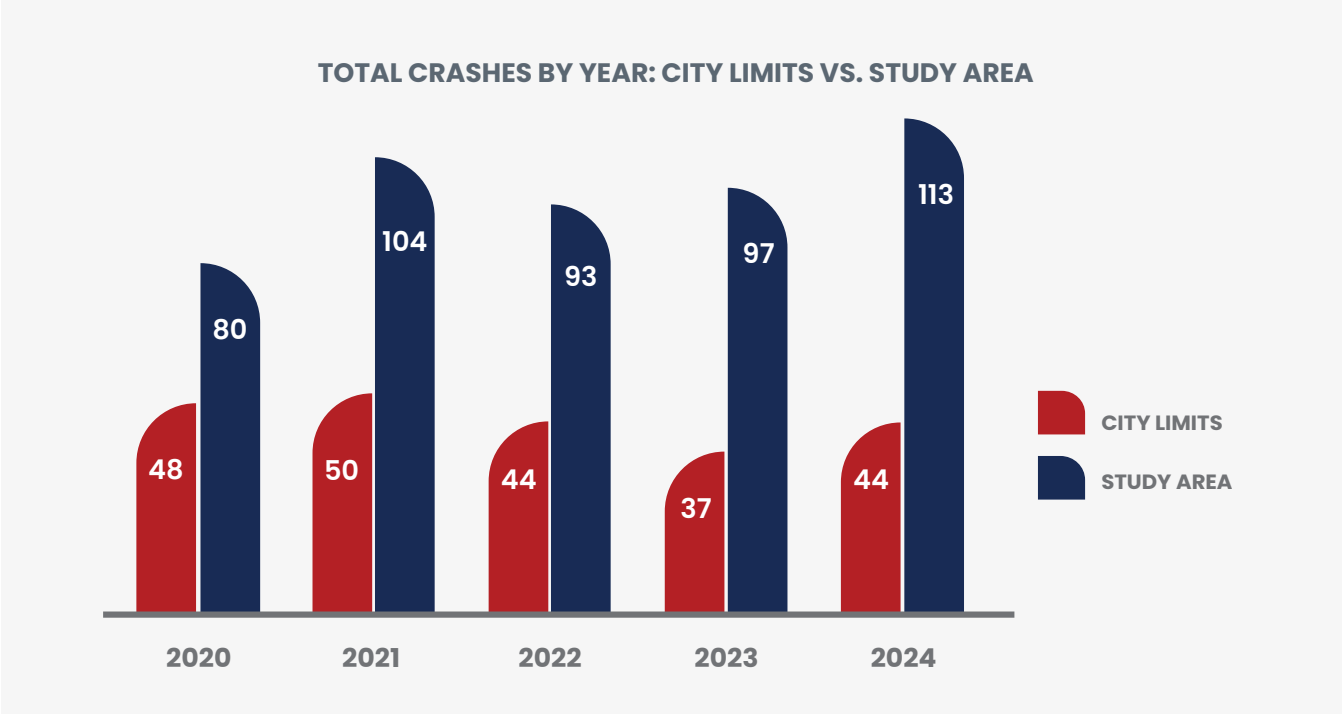


AT ITS HEART, THE SAFE SYSTEM APPROACH IS BUILT ON THE IDEA THAT NO LOSS OF LIFE IS ACCEPTABLE ON OUR ROADWAYS AND RECOGNIZES THAT PEOPLE MAKE MISTAKES AND THE HUMAN BODY IS VULNERABLE TO INJURY.

ROADWAY SAFETY OUTLOOK

The Safety Analysis is the first step in the development of the Comprehensive Safety Action Plan and includes a descriptive crash analysis that examines past crash data to identify patterns, locations, and causes, as well as a systemic safety analysis meant to proactively target roadway features linked to higher crash risk across the entire network. **Findings identify a pattern of crashes concentrated on higher-speed corridors and caused primarily by driver inattention and speed, which prioritize reducing speeds, improving visibility and crossings, and fostering a culture of attentive driving to achieve zero fatalities and serious injuries by 2040.**

Between 2020 and 2024, all crashes in the Pilot Point Planning Area rose 41%, with severe and fatal crashes comprising 8% of total incidents, which occur on just 15% of the roadway network within the study area. Roadways where highest concentrations of fatal and severe injury crashes occur are referred to as the High Injury Network. Despite the increase in all crashes, Pilot Point's overall fatality rate per 100,000 residents remains lower than neighboring cities, showing the Vision Zero goal is within reach. As the community continues growing rapidly, expected to surpass 10,000 residents by 2030 and potentially add 50,000 – 60,000 more through planned developments over time, this Safety Action Plan is critical to prevent rising crash rates, promote safer driver behavior, and ensure infrastructure keeps pace with expanding traffic demands.



In addition to the recent uptick in all crashes over the last five years, key findings suggest **Driver Inattention is a leading contributing factor for crashes regardless of severity, and there is a concentration of severe crashes on rural roadways.** Driver inattention is responsible for 40% of city crashes and distractions like phone usage can increase crash likelihood by up to 23 times. Inattention is not only frequent but also linked to high-severity outcomes, emphasizing a need for education and a collective move toward a culture of safety on Pilot Point roadways. About **81% of severe and fatal crashes occur on Farm-to-Market roads and highways, which represent only 22% of total roadway mileage,** which will require close coordination between City of Pilot Point and TxDOT to build safety countermeasures into future capital improvements to these roadways.

KEY FINDINGS: CRASH TRENDS AND CONTRIBUTING FACTORS

1

Crashes in the Pilot Point Study Area **increased 41% from 2020 to 2024,** rising from 80 to 113 incidents.

2

Driver inattention is the leading cause, responsible for **25% of all crashes** in the Study Area and **40% within city limits.**

3

75% of all crashes and 81% of severe crashes occurred on **Farm-to-Market roads and highways,** though these represent only **about 22% of total roadway mileage.**

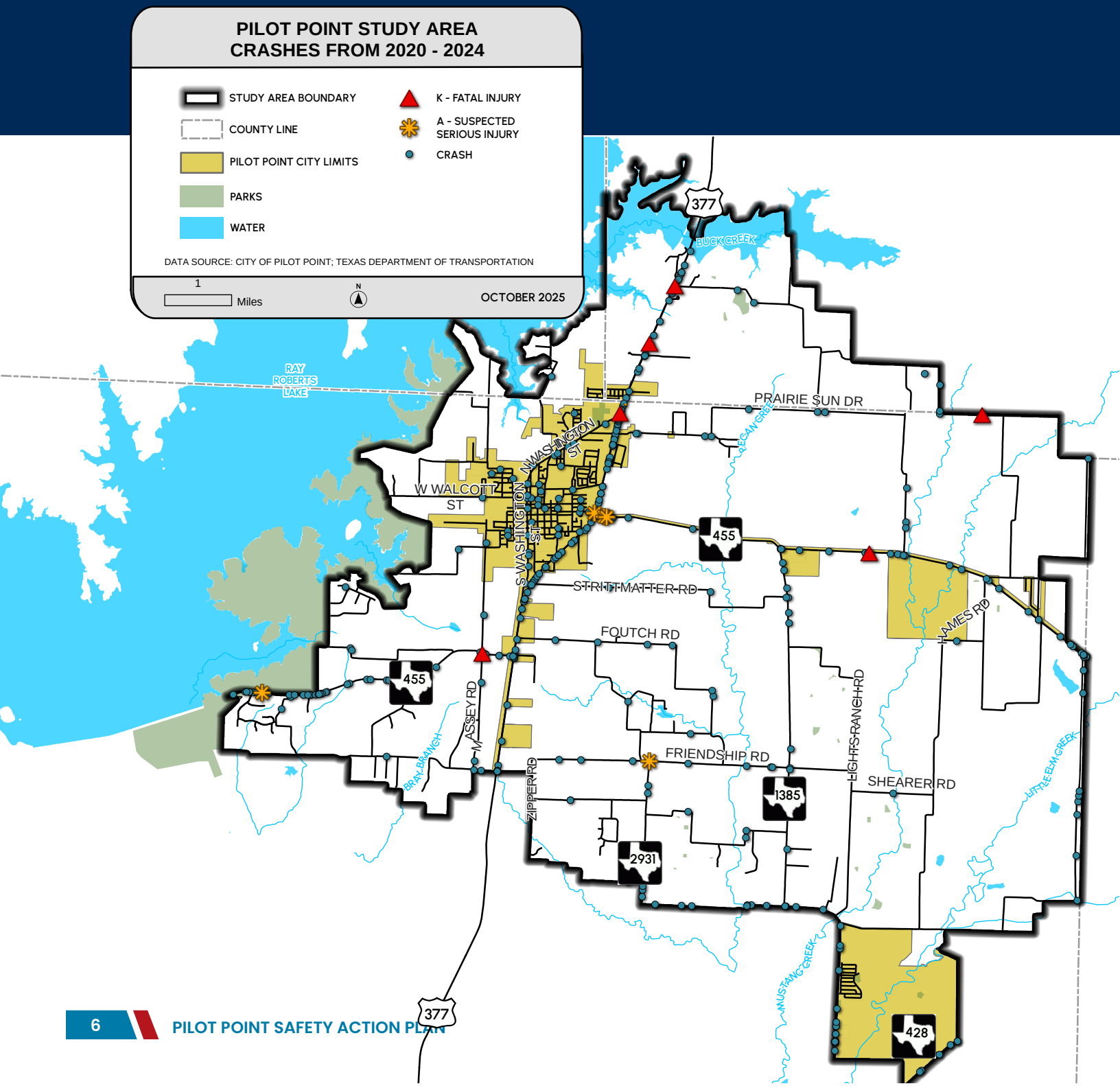
SAFETY ACTION PLAN STUDY AREA

The Plan Pilot Point: Master Plan Set, adopted in 2025, is a policy document that is meant to guide growth, safety, and quality of life. Plan Pilot Point identifies the need for a Capital Improvement Plan (CIP), which has been in development concurrent to and in coordination with this plan and focuses on essential systems such as water, wastewater, drainage, roadways, and multimodal networks, each of which directly influence economic development feasibility and overall community resilience. Many of these improvements will be made in older parts of the city where a more complete look at infrastructure is needed to bring any one of the overlapping systems up to date.

With respect to newer developments in Pilot Point, the Master Thoroughfare Plan will guide new roadway and transportation development with its established hierarchy of street types and defined rights-of-way that support vehicles, pedestrians, and cyclists. It promotes Complete Streets, integrated trails, and green infrastructure to ensure safe, connected, and sustainable growth consistent with future development and community character. Sidewalks are required to be included in new development in Pilot Point, and various roadway safety improvements should be made to existing Farm-to-Market roads like FM 455 and FM 1385 as development occurs. Because this Safety Action Plan represents a prioritization for capital improvements, **recommendations in this plan are focused on the older previously developed parts of Pilot Point within the City Limits where there is open drainage, sparse sidewalk connectivity, and where local school campuses are located.**

THE STUDY AREA FOR THE PILOT POINT COMPREHENSIVE SAFETY ACTION PLAN IS THE SAME PLANNING BOUNDARY USED FOR DEVELOPMENT OF THE PILOT POINT MASTER PLAN SET.

Coordinated infrastructure upgrades in Pilot Point's older areas ensure that as utilities are modernized, safer streets, connected sidewalks, and improved drainage evolve together, maximizing efficiency, minimizing disruption, and reinforcing growth, mobility, and community character aligned with the city's Master Plan.



AN ACHIEVABLE GOAL

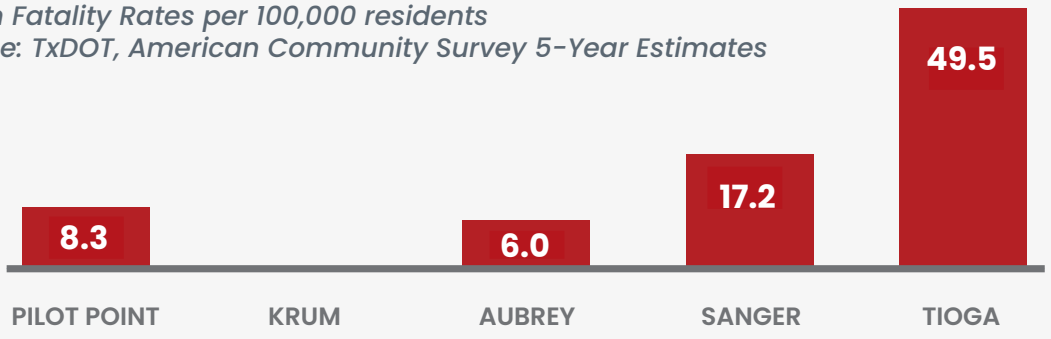
With the Roadway Safety Outlook in focus and Priorities articulated through the Master Plan Set and by City Staff, Pilot Point **City Council took formal action** in late June 2025 and adopted Resolution 2025-09-659 committing the City to a Vision Zero goal, pledging **to eliminate serious injuries and traffic fatalities within the City of Pilot Point by 2040.** This forms the foundation for the Safety Action Plan committing the City to playing its part in implementing a Safe System Approach, building redundancy into the local transportation system by layering safety measures such as safer road design, speed management, education, and emergency response, so when one safeguard fails, others have a chance to prevent serious injury.



City Council discussion on Safety Action Plan and deliberating on the Pledge to Zero Adoption.

Despite the recent increase in crashes of all types, the **fatality rate of 8.3 per 100,000 residents is lower than neighboring cities** suggesting Vision Zero goals are achievable. Moving forward with the actions and capital investments recommended in this plan will contribute greatly to building that redundancy and bringing down fatal and serious crashes until Zero is achieved.

Crash Fatality Rates per 100,000 residents
Source: TxDOT, American Community Survey 5-Year Estimates



US 377 carries most of the traffic through Pilot Point at the highest speeds while also having the greatest congestion during peak travel hours in the morning and afternoon. The highway also has the highest incidence of all crashes regardless of severity. TxDOT's US 377 Improvements project is a vital collaboration opportunity between TxDOT and the City of Pilot Point for roadway design, access management, and multimodal features, in an effort to create a safer corridor that reduces speeding, improves crossings, and advances Pilot Point's Vision Zero goal of eliminating fatalities and serious injuries by 2040.

CONSENSUS AMONG NEIGHBORS

The development of Pilot Point's Safety Action Plan was guided by a robust, inclusive engagement process that brought together City Council, staff, the community, and Pilot Point Independent School District (ISD) around a shared vision for safer streets. **City Council demonstrated leadership by adopting the Vision Zero Safety Pledge in June 2025,** formally committing the city to eliminate fatalities and serious injuries by 2040. **City staff from multiple departments including City Manager's Office, Planning, Public Works, Police, Fire and Development Services participated consistently** through the Safety Action Plan Advisory Committee (SAPAC), ensuring coordination across engineering, enforcement, and education efforts. Collaboration extended to regional partners such as North Central Texas Council of Governments (NCTCOG), enhancing technical capacity for pedestrian and bicycle safety planning, and Texas Department of Transportation (TxDOT) for coordination on ongoing and upcoming efforts.

The community played a central role through bilingual surveys, an open house listening session, and interactive feedback stations at public events, which revealed overwhelming support for completing sidewalks, improving school crossings, and slowing vehicle speeds. Pilot Point ISD added a vital perspective, emphasizing the daily challenges of pick-up and drop-off safety, crosswalk visibility, and congestion near schools. **Across all groups, common priorities emerged including safe routes to schools, connected sidewalks, effective speed management, and enhanced lighting and crossings.** Together, these voices reinforced the city's commitment to building a culture of shared responsibility and achieving zero traffic fatalities. This input along with an understanding of existing conditions in different areas within Pilot Point was integrated into the data-driven prioritization of how travel safety-related capital investments should be made over time. These discussions and interactions also facilitated important connections between City of Pilot Point, PPISD, TxDOT and NCTCOG highlighting the alignment of their mutual interest in local travel safety.



SAPAC staff workshop discussing prioritization and action items.



Open house listening session receiving feedback from neighbors.



Parents and school children review project information and offer their suggestions during the Back to School Bash.

SAFE ROUTES TO SCHOOLS

The concept of **Safe Routes to School (SRTS) has been a long-standing policy goal for the City of Pilot Point.** Since 2019, City Council has advanced student safety through dedicated bond funding, pursuit of SRTS grants, and a sidewalk ordinance establishing citywide standards for connectivity. These efforts, strengthened by the 2024 SS4A Planning Grant, have evolved into a coordinated approach integrating funding, policy, and design. Through this Comprehensive Safety Action Plan, **short-term projects focus on enhancing walkability and safety around all school campuses,** particularly through new high-visibility crosswalks on Harrison Street near the Middle School and on Washington Street near the High School, complemented by improved signage, lighting, and speed feedback systems. Together, these improvements strengthen near-term connectivity and set the stage for long-term multimodal safety.



Existing Conditions on Harrison Street in front of the Middle School

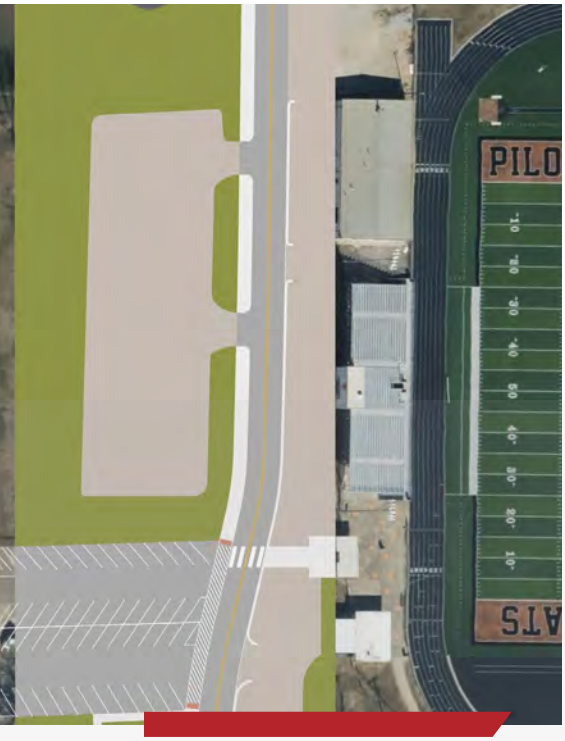


Existing Conditions on Washington Street in front of the High School

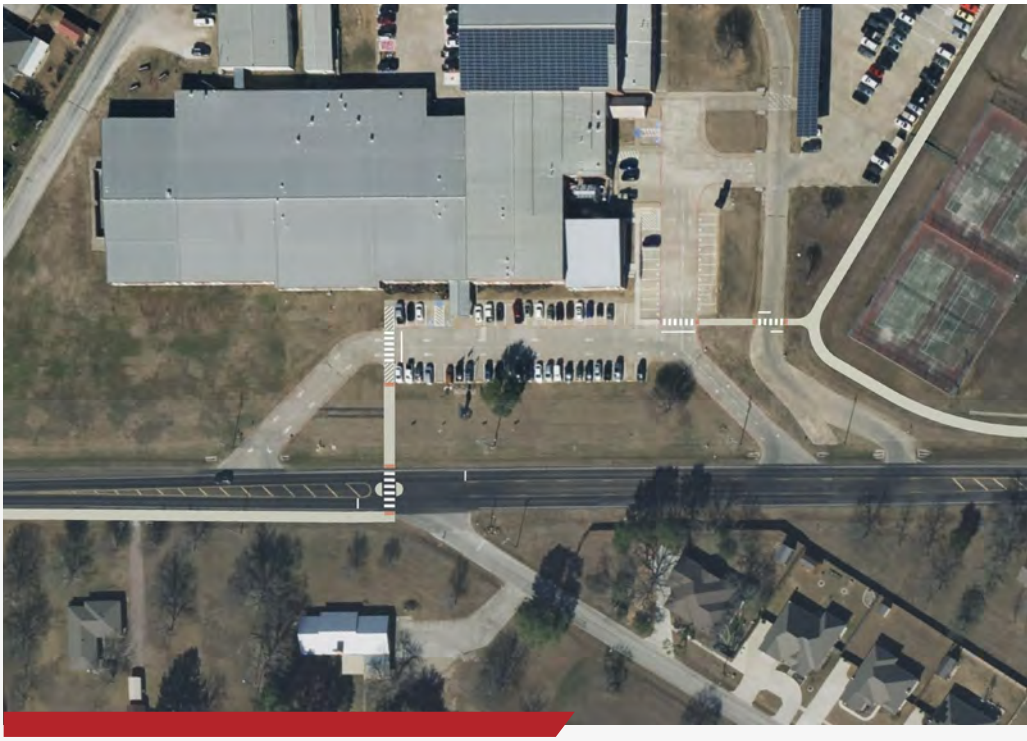
Once much progress had been made on development of the plan, a discussion was facilitated between the City of Pilot Point, Pilot Point ISD, and NCTCOG's Active Transportation Program team within the Transportation Department to explore opportunities for Safe Routes to School collaboration, potential funding, and strategies for improving student safety and connectivity near school campuses today. This opened a meaningful dialogue between these organizations introducing them to one another. Pilot Point ISD and NCTCOG have the opportunity to collaborate further to enhance student safety and active transportation by developing Safe Routes to School strategies, conducting school zone safety audits, and prioritizing infrastructure improvements near campuses. This partnership will strengthen coordination between local planning and regional expertise, supporting safer, more connected routes for students and families across the growing community.

MAKING SAFETY PRESENT

While newer developing parts of Pilot Point are required to have sidewalks implemented as part of their construction, older more established parts of Pilot Point have very little continuous sidewalk connectivity and require public investment. For much of this area, essential systems such as water, wastewater, and drainage require improvement in addition to sidewalk and general roadway improvement needs. The more complete infrastructural needs are being studied concurrent to development of this Safety Action Plan to establish a comprehensive Capital Improvement Plan (CIP) for where improvements need to be made first, and how roadway and pedestrian safety should be incorporated into any roadway and utility reconstruction. This Safety Action Plan includes Long-Term Improvements that are committed to by being integral to the complete infrastructure investment that will be made through the CIP.



Proposed crosswalk, walkway, and curb along Harrison Street



Proposed crosswalks and walkways along Washington Street

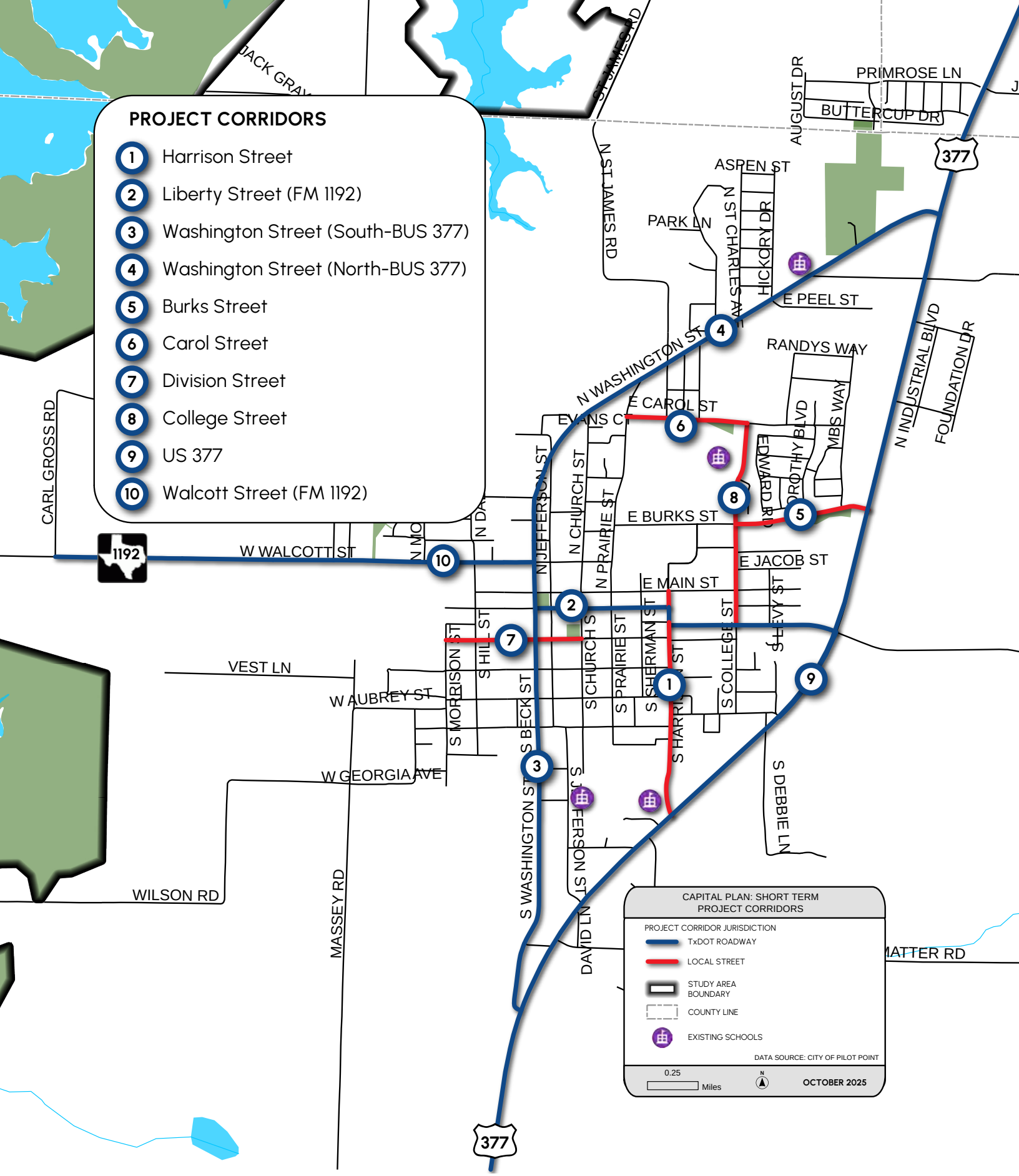
An important outcome from this effort is that **the Safety Action Plan includes improvements that can be made in the short term and in a way that shows a notable change for all members of the community from students and neighbors to business owners and commuters passing through.** The Short-Term Improvements in this plan are meant to make safety present now to begin that behavioral shift to paying attention and slowing down in Pilot Point. Recommended improvements such as new pavement, striping, high-visibility crosswalks, flashing beacons, flashing school-zone signage, and speed feedback signs will heighten driver awareness and help manage speeds. Extended sidewalks and improved lighting further enhance safety, ensuring consistent visibility and attentiveness in school zones.

SHORT-TERM IMPROVEMENT RECOMMENDATIONS

The starting point for focused investment in Safe Streets in Pilot Point is represented by **$5.9 million of enhancements along 10 different roadways in the older part of the City.** These improvements are meant to make an immediate impact and would be the first visible safety improvements in the community. Using a variety of Federal Highway Administration (FHWA) proven safety countermeasures, these enhancements revolve around walkways, improving driver attention, and managing speed. Safety Countermeasures are research-backed roadway treatments such as enhanced crosswalks, lighting, flashing beacons, medians, and signage designed by FHWA to reduce crashes, improve visibility, and create safer, more forgiving transportation systems for all users. Their implementation has proven to reduce crashes across the country when constructed.

The Safety Action Plan outlines short-term recommendations focused on enhancing safety and connectivity in key corridors. On Harrison Street, improvements include new pavement, striping, and a high-visibility crosswalk between Pilot Point Middle School and Massey Stadium, along with flashing school-zone signage, all to complement a new signalized intersection at US 377 TxDOT has already planned to install reducing left-turn conflicts. On Washington Street, near the High School and Groff Park, plans call for shared-use paths on both sides, rapid rectangular flashing beacon-equipped crosswalks, pedestrian refuge islands, and speed feedback signage. Additional crosswalks improve access to surrounding neighborhoods. Other short-term improvements include flashing beacons, upgraded lighting, and speed feedback signs on Liberty, Burks, Division, and US 377 corridors, addressing driver inattention and supporting Safe Routes to School connectivity throughout Pilot Point.

CAPITAL PROJECT RECOMMENDATIONS & COSTS		
1	Harrison Street	**$1,767,130**
2	Liberty Street (FM 1192)	**$139,690**
3	Washington Street (South - BUS 377)	**$432,500**
4	Washington Street (North - BUS 377)	**$2,594,670**
5	Burks Street	**$141,490**
6	Carol Street	**$110,460**
7	Division Street	**$401,280**
8	College Street	**$140,220**
9	US 377	**$75,710**
10	Walcott Street (FM 1192)	**$105,070**
	TOTAL	**$5,908,220**


PROJECT CORRIDORS
1 Harrison Street
2 Liberty Street (FM 1192)
3 Washington Street (South-BUS 377)
4 Washington Street (North-BUS 377)
5 Burks Street
6 Carol Street
7 Division Street
8 College Street
9 US 377
10 Walcott Street (FM 1192)
CAPITAL PLAN: SHORT TERM PROJECT CORRIDORS
PROJECT CORRIDOR JURISDICTION
TxDOT ROADWAY
LOCAL STREET
STUDY AREA BOUNDARY
COUNTY LINE
EXISTING SCHOOLS
DATA SOURCE: CITY OF PILOT POINT
0.25
Miles
N
OCTOBER 2025
PRIMROSE LN
BUTTERCUP DR
AUGUST DR
377
ASPEN ST
PARK LN
N ST CHARLES AVE
HICKORY DR
N ST JAMES RD
E PEEL ST
RANDYS WAY
N WASHINGTON ST
E CAROL ST
EVANS CT
N INDUSTRIAL BLVD
FOUNDATION DR
MBS WAY
DOROTHY BLVD
EDWARD RD
E BURKS ST
E JACOB ST
E MAIN ST
N JEFFERSON ST
N CHURCH ST
N PRAIRIE ST
CARL GROSS RD
1192
W WALCOTT ST
VEST LN
W AUBREY ST
W GEORGIA AVE
WILSON RD
MASSEY RD
S MORRISON ST
S HILL ST
S BECK ST
S CHURCH ST
S PRAIRIE ST
S SHERMAN ST
S HARRISON ST
S COLLEGE ST
S LEVY ST
S DEBBIE LN
S WASHINGTON ST
S JEFFERSON ST
DAVID LN
MATTER RD

A CALL TO ACTION

The Action Plan was developed through a data-driven, community-informed process that identified and prioritized safety improvements across Pilot Point. While the Capital Plan provides more specific capital investments in safe roadway infrastructure, the **Action Plan component is meant to provide action items with action leaders and support to implement safety within the policy, action, and culture of Pilot Point in a way that prioritizes travel safety.** The SAPAC working group consisting of City staff and partner agency representatives was essential in developing the list of actions and determining who would be responsible for what. A workshop was held to identify what they were doing well, and where they needed improvement in how they operated. In the end, action items were categorized into six distinct buckets: Safer People, Shared Responsibility, Complete Infrastructure, Safer Roads, Proactive Planning, and Monitor Progress.

The Action Plan outlines a wide-ranging set of coordinated actions aimed at building a safer, more resilient transportation system in Pilot Point. Actions emphasize education, collaboration, and engineering, from safety campaigns, ambassador programs, and staff trainings to town halls and Safe Routes to School coordination. The plan also advances shared responsibility through regional partnerships, public communications, and funding strategies that align with TxDOT and NCTCOG initiatives. Infrastructure-focused actions address lighting, crosswalks, drainage, and multimodal connectivity, while roadway design and policy initiatives strengthen Complete Streets and Vision Zero principles. Additional measures ensure continuous progress through data monitoring, speed enforcement, and campaign evaluation, combining education, enforcement, and infrastructure improvements. Together, **these actions create a unified, community-driven roadmap that integrates policy, design, and public engagement to reduce crashes, protect vulnerable users, and foster a lasting traffic safety culture throughout Pilot Point.**

PILOT POINT ACTIONS ARE ORGANIZED IN THE FOLLOWING CATEGORIES:



SAFER PEOPLE



SHARED RESPONSIBILITY



COMPLETE INFRASTRUCTURE



SAFER ROADS



PROACTIVE PLANNING



MONITOR PROGRESS

IMPLEMENTATION APPROACH

This Safety Action Plan recommends prioritizing implementation of the Short-Term Improvements first, establishing a visible commitment to safety through investments in high-impact, low-cost upgrades. These projects, enhancing crosswalks, lighting, signage, medians, and shared-use paths, will advance safety and connectivity across key corridors while supporting Safe Routes to School and addressing crash trends in older neighborhoods. Funding for these improvements should be pursued through a 2026 Safe Streets and Roads for All (SS4A) Implementation Grant totaling approximately $6.6 million, with $5.3 million in federal funds and a 20% local match of about $1.3 million.

The local share can be funded through the City's Capital Improvement Program (CIP) and potential bond proceeds, aligning SS4A investments with the City's long-term capital strategy. In addition to implementing near-term projects, the City should also include in the SS4A grant two supplemental studies including an FM 1192 Realignment Study and a Railroad Crossing Feasibility Study. These studies will guide long-term strategies for potentially taking ownership of FM 1192 (both Walcott and Liberty Streets) from TxDOT, improving connectivity, and planning a grade-separated crossing somewhere in town to strengthen emergency access reliability.

Overall, SS4A funding will provide the structure to design, develop, and deliver Pilot Point's Short-Term Improvements, while CIP funding supports local match requirements and longer-term capital projects. Shown in the following table, Category A items cover supplemental studies, Category B includes design and environmental work, and Category C covers construction of the short-term improvements. Together, these categories build a comprehensive framework for safer, more connected streets citywide.

Proposed SS4A Implementation Grant Summary

CATEGORY	SS4A Federal Request (80%)	SS4A Non-Federal Match (20%)	Total SS4A Project Cost
Category A - Supplemental Action Plan Activities	$600,000	$150,000	$750,000
Category B - Planning and Design Activities	$1,076,504	$269,126	$1,345,630
Category C - Construction Activities	$3,650,072	$912,518	$4,562,590
Total Budgets	**$5,326,576**	**$1,331,644**	**$6,658,220**

PILOT POINT STUDY AREA



SETTING THE FOUNDATION FOR SAFETY

Adopted on April 15, 2025, *Plan Pilot Point* is the City's unified *Master Plan Set* and serves as a roadmap for growth, safety, and quality of life through 2045. The plan combines three coordinated efforts: the Comprehensive Plan, the Downtown Master Plan, and the Parks & Recreation Master Plan; into an enhanced framework that balances residential, agricultural, and undeveloped lands while addressing the city's evolving needs.

At its core, Plan Pilot Point establishes objectives that place health, safety, and wellness at the forefront of community development. It calls for strengthening public services, fostering public-private partnerships, aligning land use decisions with growth, and ensuring rational, data-driven investments. These efforts are supported by updates to the Downtown Master Plan, revitalizing Pilot Point's historic heart, and the Parks & Trails Plan, which expands connectivity and access to open space, essential for a rapidly growing population.

Plan Pilot Point is more than a static policy document and serves as a dynamic guide. It provides a shared vision rooted in community priorities, integrates strategies across land use, infrastructure, safety, and recreation, and creates a platform to secure state and federal funding, including the Safe Streets and Roads for All (SS4A) Implementation Grant program.

Importantly, the Master Plan Set embeds the Safe Systems Approach, endorsed by USDOT, into the city's mobility framework. Safety is woven directly into infrastructure planning, particularly along major growth corridors like US 377, FM 455, and the Dallas North Tollway extension. Crash data analysis has already identified high-risk areas, while community input has underscored concerns about infrastructure, traffic, and future growth.

With this groundwork in place, policy direction, technical frameworks, and funding positioning, this Comprehensive Safety Action Plan (CSAP) was a logical next step to begin implementation. Moving from framework to execution, the CSAP prioritizes actionable investments such as traffic calming, safer intersections, crash-reduction strategies, and community-based safety initiatives, ensuring Pilot Point grows as a safe and resilient community.



PLAN PILOT POINT ESTABLISHES OBJECTIVES THAT PLACE HEALTH, SAFETY, AND WELLNESS AT THE FOREFRONT OF COMMUNITY DEVELOPMENT.

ABOUT PILOT POINT:
ORIGINS

Pilot Point's story begins on a ridge in northern Texas that served as a guidepost for Native Americans, cattle drivers, and early settlers. The prominent "point" gave the town its name, marking it as a natural pilot for travelers moving between Sherman, Denton, and Dallas. By the mid-1800s, the community had grown into a hub for stagecoaches, freight wagons, and cattle drives. The first homes appeared in 1845, and on Christmas Day 1853, G.W. Newcome and James Pierson filed the first town plat, setting down a formal layout. Horses quickly became central to local life, not only as a means of mobility but as part of a thriving ranching culture. This equestrian identity endured as the community transitioned through successive eras of transportation.

In 1877, a telegraph line extended through Pilot Point along what came to be called "Wire Road," introducing modern communications and further solidifying the town's role in regional exchange. Only three years later, the Texas and Pacific Railroad arrived, followed in the late 1880s by the Missouri-Kansas-Texas line. These rail connections transformed the economy, allowing cotton, livestock, and grain to flow swiftly to markets in Dallas, Sherman, and beyond. Pilot Point became firmly integrated into the expanding commercial network of Texas.

The 20th century brought automobiles and highways, reshaping the transportation landscape. U.S. Highway 377 emerged as a key north-south corridor, keeping Pilot Point on a major route between Denton and the Red River. Even as railroads waned and cars became prominent, the town retained its equestrian identity, with horse ranching and related industries becoming hallmarks of the local economy.

By the 1920s, Pilot Point was thriving, with dozens of businesses, schools, churches, and civic organizations. Over time, agriculture and horse-related enterprises were joined by industrial development, yet the town continued to preserve its historic downtown. Today, Pilot Point stands as the oldest established community in Denton County, its historic square and brick buildings symbolizing a legacy built on trails, telegraph lines, railroads, and highways that carried people, goods, and ideas across northern Texas.




R.M.BAIRD & CO.
DRY GOODS NOTIONS
CLOTHING
HARDWARE & STOVES
DRY GOODS & CLOTHING

FUTURE GROWTH IN PILOT POINT

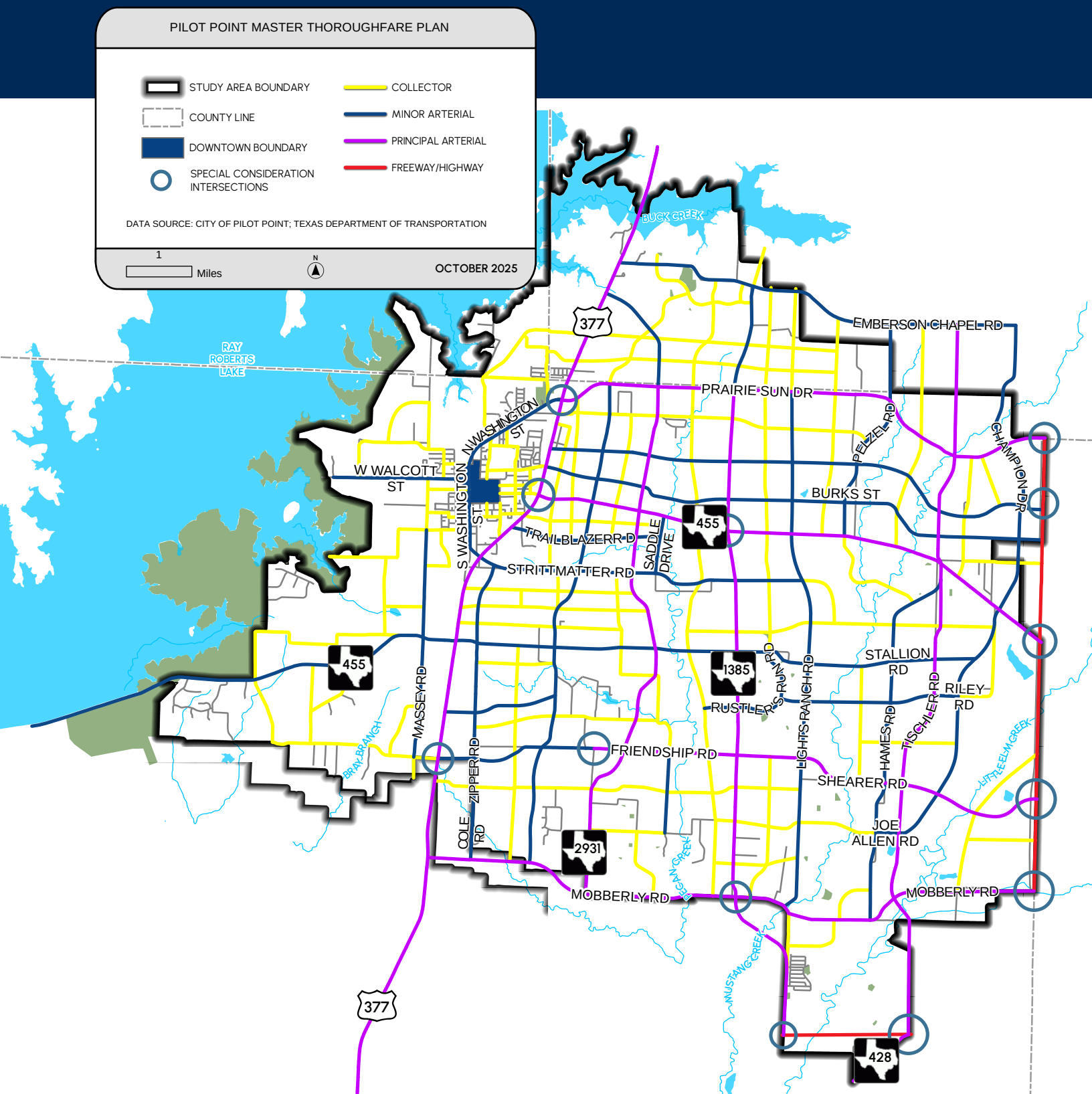
Given Pilot Point's location just north of the rapidly expanding Dallas/Fort Worth Metroplex, significant growth is expected in the area over the next 10-20 years. By 2024, the city had already grown 55% since the 2020 census, when the population was 4,381. With population projections estimated to surpass 10,000 by the end of the decade, Pilot Point growth is only accelerating. Major planned developments in and around Pilot Point including Bryson Ranch (~3,200 single-family and ~1,000 multifamily lots), Four Seasons Ranch (~4,000 residential and commercial lots), Talley Ranch (a master-planned community spanning over 3,700 acres), Pecan Creek (~4,000 lots), Mustang Ranch (~4,000 lots), and Creekview Meadows (~2,500 lots), represent more than 20,000 proposed residential units. Using U.S. Census household averages of 2.5–3.0 residents per dwelling, these projects could ultimately add 50,000–60,000 new residents at full build-out, underscoring the dramatic population growth potential facing Pilot Point over the coming decades.

Plan Pilot Point aims to balance economic vitality, nature preservation, and community needs, guided by strategies that were identified to redevelop the Downtown Square and to expand trails and green spaces around the city as it grows. In addition to local developments, several regional roadway expansion and improvement projects were documented in the Master Thoroughfare Plan (MTP) including the Dallas North Tollway, US 377, FM 455, and numerous local arterials. Some short-term strategic transportation investments to enhance safety, connectivity, and accessibility have been completed or are under way by TxDOT along US 377 and FM 1385 for example, including intersection upgrades, new turn lanes, enhanced signage, and pavement rehabilitation. Additional improvements are expected along US 377 at intersections with Harrison Street and Washington Street south of downtown including the addition of new traffic signals. These improvements address documented safety concerns on rural corridors, facilitating safer and more efficient travel for residents commuting to regional economic centers like Denton and the broader Dallas-Fort Worth Metroplex.



THE MASTER THOROUGHFARE PLAN CLASSIFIES THE FUTURE ROADWAY NETWORK TO GUIDE ROADWAY DEVELOPMENT ALONG WITH FUTURE LAND DEVELOPMENT.

At the local level Pilot Point has pushed complementary investments focused on complete streets and connectivity. As part of Plan Pilot Point, the city's Master Thoroughfare Plan and Trails & Connectivity materials lay out policies to add sidewalks, on-street bike facilities, and multi-use trails to link neighborhoods, downtown and schools. The city recently celebrated completion of Phase 2 of a downtown sidewalk project.



PILOT POINT'S PLACE IN THE REGION

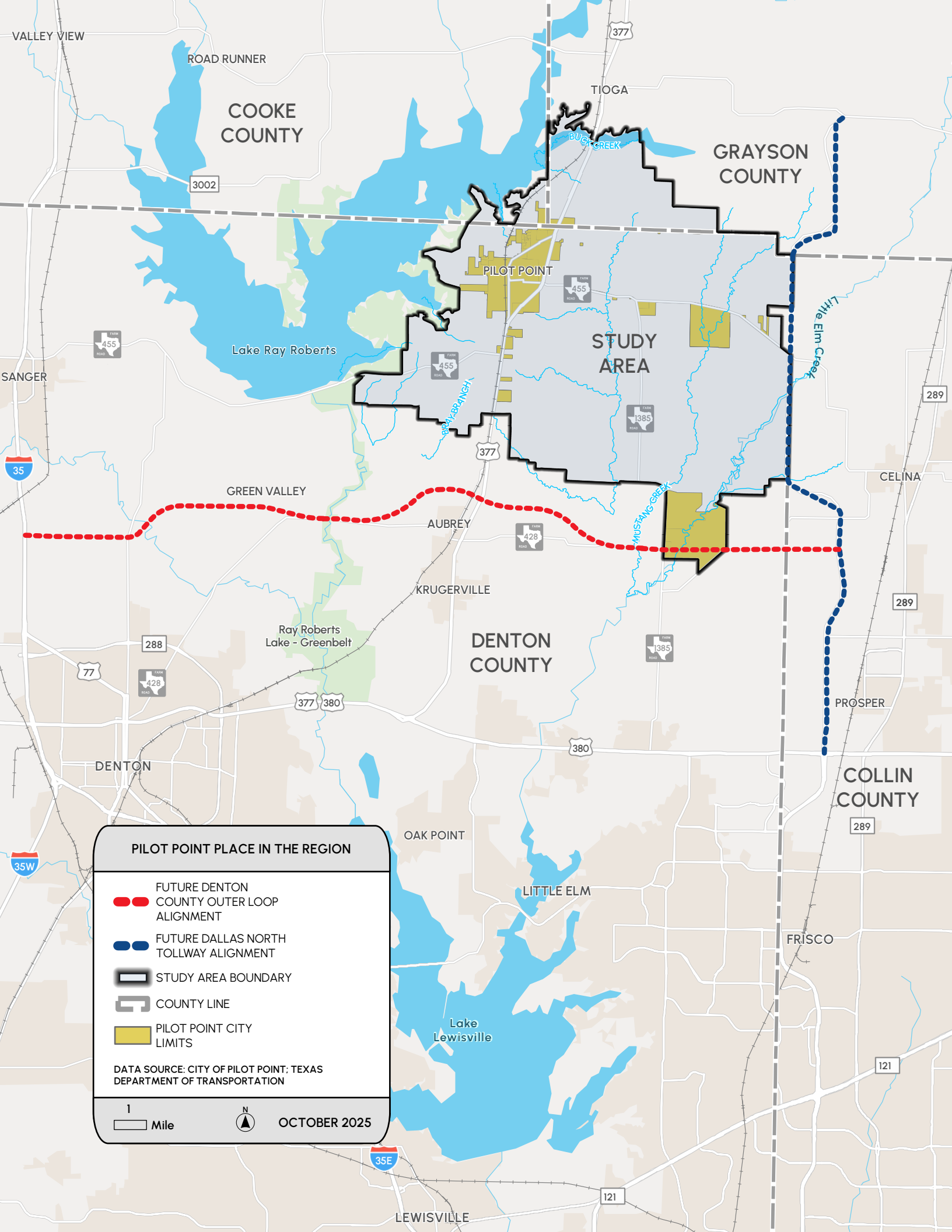
The Study Area for the Pilot Point Comprehensive Safety Action Plan is the same Planning Boundary used for development of the Plan Pilot Point approved Master Plan Set. Safety conditions were evaluated both in the Study Area and the Pilot Point City Limits. The city is located in the northeast corner of Denton County with smaller parts of the city limits extending into neighboring Cooke and Grayson Counties. Situated approximately 50 and 70 miles north of downtown Dallas and Fort Worth respectively, Pilot Point is just over 30 miles south of the Oklahoma state line, and 20 miles north of the cities of Denton and Frisco.

Denton County has experienced suburban expansion. Although growth is headed its way imminently, Pilot Point has managed to retain its small-town identity anchored in a historic Downtown Square, equestrian culture, and proximity to Ray Roberts Lake State Park. As the suburban edge of the Dallas-Fort Worth Metroplex advances northward, Pilot Point stands at a crossroads. On one hand, it must preserve the historic and recreational assets that distinguish it from surrounding growth centers. On the other, it is positioned to benefit from transformative transportation investments that will reshape mobility and economic opportunity across the region.

The planned Denton County Outer Loop will provide Pilot Point with critical east–west connectivity, linking the city more directly to Collin County, Denton, and the broader metroplex. Potential interchanges near US 377 and the Dallas North Tollway will create new access points for residents and businesses, reducing reliance on a single corridor and integrating Pilot Point into the regional highway network. Simultaneously, the Dallas North Tollway extension is pushing steadily north, drawing enhanced mobility closer to Pilot Point's sphere of influence. This creates alternate travel routes for commuters and freight, relieving congestion on US 377 while strengthening ties to Collin and Dallas counties. In combination, the Outer Loop and Tollway projects will give Pilot Point multiple route options to reach employment centers and markets.

Looking forward, these improvements will support Pilot Point's evolution into a safety- and quality-of-life-driven growth hub. By engaging actively in project planning, embedding Safe Streets strategies, and safeguarding multimodal access, Pilot Point can ensure these investments facilitate not just connectivity, but sustainable growth that reinforces its historic and cultural character.

PILOT POINT IS LOCATED IN THE NORTHEAST CORNER OF DENTON COUNTY IN A FAST GROWING PART OF NORTH TEXAS BETWEEN DENTON, FRISCO, AND THE OKLAHOMA STATE LINE.


VALLEY VIEW
ROAD RUNNER
COOKE COUNTY
TIOGA
BUCK CREEK
GRAYSON COUNTY
3002
PILOT POINT
455
STUDY AREA
Lake Ray Roberts
Little Elm Creek
SANGER
BRAY BRANCH
1385
377
289
35
GREEN VALLEY
CELINA
AUBREY
MUSTANG CREEK
428
KRUGERVILLE
Ray Roberts Lake - Greenbelt
DENTON COUNTY
288
77
380
PROSPER
DENTON
COLLIN COUNTY
OAK POINT
35W
LITTLE ELM
FRISCO
Lake Lewisville
121
35E
LEWISVILLE
PILOT POINT PLACE IN THE REGION
FUTURE DENTON COUNTY OUTER LOOP ALIGNMENT
FUTURE DALLAS NORTH TOLLWAY ALIGNMENT
STUDY AREA BOUNDARY
COUNTY LINE
PILOT POINT CITY LIMITS
DATA SOURCE: CITY OF PILOT POINT; TEXAS DEPARTMENT OF TRANSPORTATION
1 Mile
N
OCTOBER 2025

CAPITAL INVESTMENT IN PILOT POINT

The Plan Pilot Point approved Master Plan Set identifies the need for a Capital Improvement Plan (CIP) as a vital tool for managing growth and prioritizing infrastructure investments.

Being developed concurrent to this plan, the CIP emphasizes a focus on **essential systems** such as water, wastewater, drainage, roadways, and multimodal networks, each of which directly influence economic development feasibility and overall community resilience. Funding is envisioned through a combination of bond financing, Tax Increment Reinvestment Zone (TIRZ) revenues, and impact fees, reducing reliance on the general fund and ensuring development contributes its fair share. The plan stresses the importance of regular CIP updates to align with infrastructure master plans, prioritization matrices, and accountability metrics guiding phased, fiscally responsible implementation.

Complementing this, the Mobility Framework component of the Master Plan Set provides the foundation for a safe, connected, and resilient transportation system. It applies principles such as the Safe Systems Approach, place-making, and the 15-Minute City to enhance walkability, accessibility, and connectivity, ensuring transportation networks support growth while preserving Pilot Point's small-town character. Recommendations from this Safety Action Plan represent roadway safety priorities that are meant to be included in the CIP.

Short-Term improvements are meant to leverage federal Safe Streets and Roads for All (SS4A) funds, while Long-Term improvements would be incorporated into the larger essential systems framework to be implemented with investments in water, wastewater, and drainage infrastructure.

The essential systems components recommended in the Master Plan Set include drainage, water, wastewater, and roadway investment to support sustainable growth and community resilience. For drainage, the plan recommends a citywide storm-water expansion strategy, flood risk assessments, and updated ordinances requiring best management practices. Water and wastewater priorities include updating master plans, phasing system expansions, and reducing infiltration and inflow in aging sewer lines through testing and repairs. Roadway recommendations emphasize establishing long-term maintenance funding and implementing a Pavement Condition Index (PCI) to guide resurfacing. Intersection strategies include traffic impact studies at special consideration intersections for new development and stronger access management.

To improve student safety and accessibility, the plan highlights school-zone enhancements, high-visibility crossings, and closing sidewalk gaps through a tailored CIP. While critical, many of these upgrades are especially challenging in Pilot Point's older areas, where narrow rights-of-way, undersized utilities, and deteriorating pavement complicate retrofits.



DRAINAGE



PAVEMENT



INTERSECTIONS



ACCESSIBILITY



STUDENTS

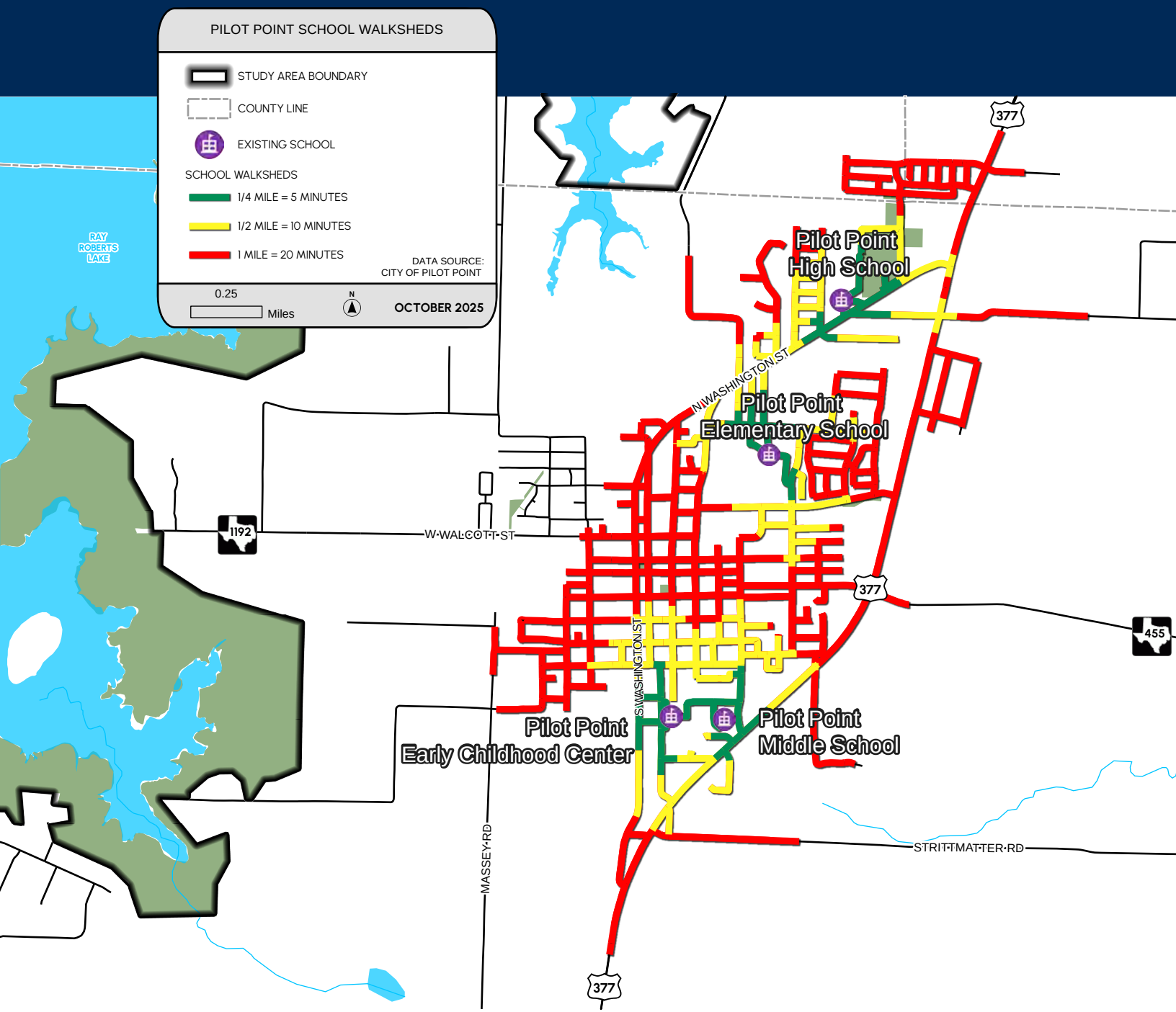
PRIORITIZING SAFE ROUTES TO SCHOOLS

In 2019, Pilot Point City Council began laying the groundwork for safer streets by earmarking bonds for a Sidewalk Program and pursuing a Safe Routes to School grant, demonstrating both financial commitment and pursuit of external funding for student safety. By 2020, the Council advanced from project-specific fixes to policy, considering a sidewalk ordinance that established codified standards for development and retrofits. These steps, along with receiving the SS4A Planning Grant in 2024 from FHWA, provided the foundation for this Comprehensive Safety Action Plan, aligning local investment, policy, and grants toward safer, connected mobility with a focus on student mobility in the community. City staff has carried these desires forward into development of the Master Plan Set defining the overall infrastructure and policy framework, and this Safety Action Plan focused on improving safety for all roadway users.

One of the key considerations for this plan is the prioritization of SS4A investment in roadways within a walkable distance from Pilot Point schools. The actual walking paths available to residents along city streets and trails are often referred to as "walksheds." The following map shows quarter-, half-, and one-mile walksheds from each of the Pilot Point Independent School District (PPISD) campuses. Making Pilot Point walkable for students and families, this framework provides a good place to begin with using funds like SS4A to help pay for improving safe, connected, and accessible routes to Pilot Point schools.

In Pilot Point's older neighborhoods near the school campuses, deteriorated streets and aging infrastructure make it especially difficult to retrofit safe, accessible sidewalks immediately. Many existing roadways suffer from narrow lanes, failing pavement, undersized culverts, and outdated intersections that must first be rebuilt before pedestrian improvements can be added. Addressing storm-water deficiencies and utility upgrades, such as replacing drainage pipes, correcting slopes, and modernizing water and sewer lines, is essential to prevent future damage and ensure stability beneath new sidewalks. When these essential systems are reconstructed, the city can integrate walkable infrastructure, such as ADA-compliant sidewalks, safe crossings, and buffered shared-use paths, into the same projects. Coordinating underground utility and surface mobility improvements will maximize investment, reduce future disruptions, and create safer, more connected corridors around Pilot Point's schools.

QUARTER-, HALF-, AND ONE-MILE WALKSHEDS AROUND PILOT POINT SCHOOLS SHOW WHERE PRIORITIES CAN BE MADE FOR MAKING THE CITY MORE WALKABLE FOR STUDENTS AND FAMILIES.



SAFETY ANALYSIS



TRANSPORTATION SAFETY ANALYSIS

Every fatality on Pilot Point streets represents an unacceptable loss. This Comprehensive Safety Action Plan establishes a roadmap toward achieving Zero fatalities and serious injuries by 2040, detailing the tools, investments, and actions that can be taken to ensure safe transportation networks for everyone in the community. Central to this effort is a deliberate focus on safety as a foundational priority, recognizing that safe mobility is not merely an aspiration but a fundamental right essential to the community's vitality and equity. To prioritize safety in all transportation decisions, is to acknowledge the human cost of inaction and commit to fostering environments where every resident, regardless of age, ability, or mode of travel, can move freely without fear. This safety analysis lays the groundwork by rigorously examining current challenges, underscoring the imperative to confront them head-on to prevent further tragedy and build resilience into city streets. Reducing crashes is critical not only to saving lives but also to promoting economic stability, public health, and inclusive growth, as each incident disrupts families, burdens emergency services, and erodes trust in this shared infrastructure.

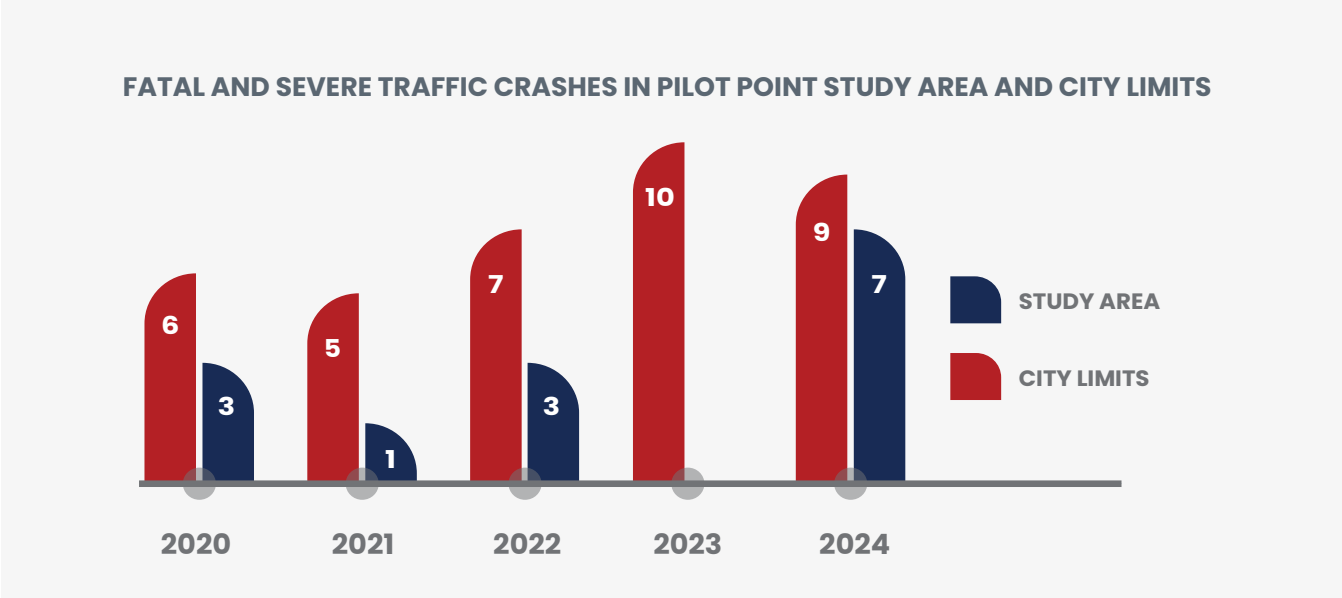
In Pilot Point, the rising toll of traffic incidents demands immediate and sustained attention, compelling the community to center safety in its planning and address the underlying conditions that perpetuate harm. This analysis explores crash trends and statistics to reveal patterns over recent years (2020-2024), identifies major contributing factors driving these incidents, and zeroes in on particularly prevalent behavioral risks, including driver inattention and speeding. It further delineates a High Injury Network to highlight corridors with disproportionate crash severity, proposes systemic improvements to enhance overall infrastructure resilience, and examines general demographics and equity considerations to ensure solutions address disparities affecting vulnerable populations. Aligning with the Safe Streets and Roads for All (SS4A) program's vision for data-driven, equity-focused safety improvements, this section emphasizes the need to tackle these issues through comprehensive, evidence-based strategies that prioritize all users.



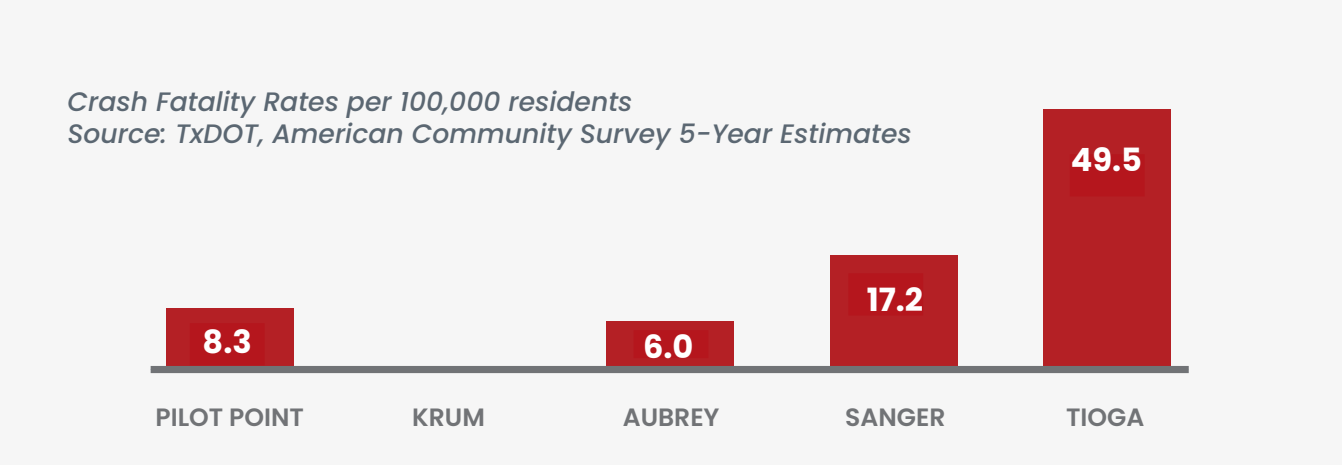
EVERY FATALITY ON PILOT POINT STREETS REPRESENTS AN UNACCEPTABLE LOSS. SAFE MOBILITY IS NOT MERELY AN ASPIRATION, BUT A FUNDAMENTAL RIGHT ESSENTIAL TO THE COMMUNITY'S VITALITY AND EQUITY.

CRASH TRENDS

The total number of crashes in the Pilot Point Study Area increased by a significant 41% between 2020 and 2024, from 80 to 113 crashes. Fatal and severe (KA) crashes accounted for 8% of all crashes in the Study Area and 6% within the city limits.

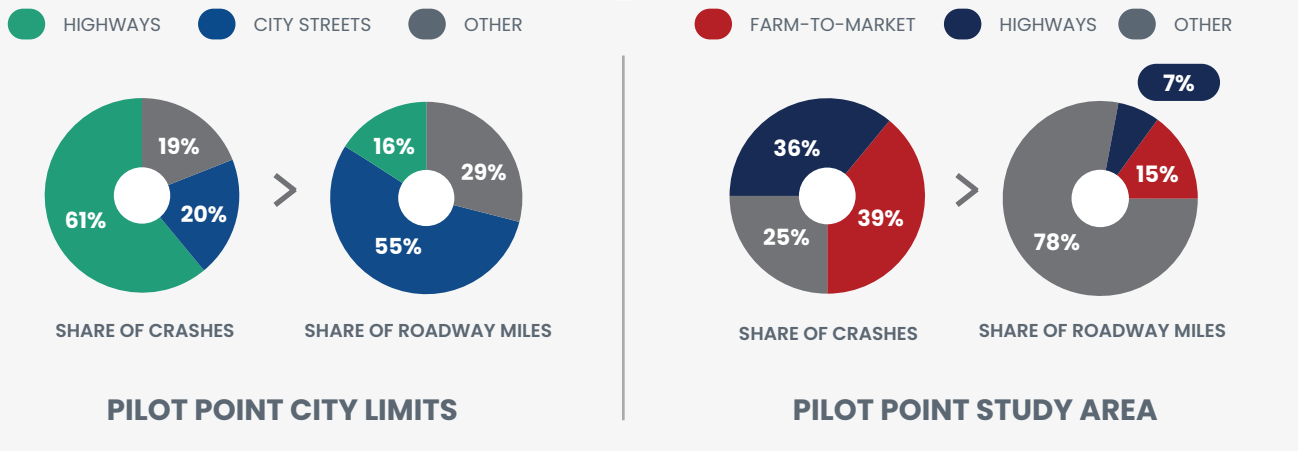


Compared to the average fatality rate of 16.2 per 100,000 residents across similarly sized neighboring cities (Aubrey, Tioga, Krum, and Sanger) over the same five-year period, Pilot Point's traffic fatality rate is lower at 8.3, suggesting that the goal of zero fatalities is achievable through collaborative effort.



Unlike some neighboring cities that have seen zero fatalities in recent years, Pilot Point faces unique challenges with US 377 running through the city and a network of busy Farm-to-Market roads in the area. About half of the Study Area's fatal crashes occurred along US 377, with the remainder on Farm-to-Market and county roads. Highways and Farm-to-Market roads carry a disproportionate share of crashes compared to their roadway mileage. Within the city, most crashes occurred on highways even though they make up only a small portion of the network, while city streets, which account for more than half of the roadway system, saw far fewer crashes. The same pattern is seen across the broader Study Area, where Farm-to-Market roads and highways represent less than one-quarter of roadway miles but account for the majority of crashes.

While 75% of crashes in the Study area and 79% of crashes in the city occurred on Farm-to-Market roads and highways, an even larger share of fatal and severe crashes—81% in the Study area and 86% in the city—took place on these roads. In the Pilot Point Study Area, Farm-to-Market roads (39%) and Highways (36%) together account for a disproportionately high 75% of crashes, despite representing only 15% and 7% of the total roadway length, respectively. **A similar imbalance appears within the Pilot Point city limits: highways make up just 16% of roadway miles but account for 61% of crashes, while city streets, which comprise 55% of the network, see only 20% of crashes.**



THE LEADING CAUSES OF CRASHES

Driver inattention is the single biggest contributing factor to traffic crashes in the City of Pilot Point and the wider Study Area. A moment of distraction, whether from a phone, a conversation, or something else inside or outside the vehicle, can have devastating consequences. The data tells a clear story: driver inattention causes 25% of all crashes within the Study Area. Inside the City Limits, that number jumps to an alarming 40% of all crashes. Driver inattention also ranks among the top causes of crashes that result in death or serious injury. This means that **staying focused behind the wheel is one of the most effective ways to make Pilot Point roads safer for everyone.** Beyond driver inattention, several other dangerous behaviors contribute significantly to crashes on our roads. Understanding these patterns helps us develop targeted solutions.

Speed emerges as the second most critical factor. Exceeding speed limits and failing to control speed for conditions contribute to nearly one in six crashes (17%) in the Planning Area and one in ten crashes (10%) within the City. Failure to Yield Right-of-Way follow closely behind, accounting for 11% of crashes across both areas. These incidents concentrate at stop-sign controlled or uncontrolled intersections, private driveways, and during left turns when drivers fail to yield to oncoming traffic.

The picture shifts slightly when we focus on our most severe crashes. Fatal and serious injury incidents reveal slightly different patterns than overall crash data. Across the Study Area, driver inattention, failure to yield, and speeding each account for 11% of the 37 severe crashes. Within city limits, disregarding traffic signals becomes as significant as inattention and private driveway right-of-way failures, with each factor contributing to 14% of the 14 recorded severe crashes. Crash patterns also vary by road type. The primary contributing factor differs across roadway classes: unsafe speed dominates on county roads, lane departure on farm-to-market roads, and driver inattention on US and State highways. Each of these factors account for 8.1% of fatal and serious crashes in the Study area. These layered patterns reveal where targeted safety improvements can have the greatest impact - addressing not just the most common crashes, but also the factors that turn crashes into tragedies.

DRIVER INATTENTION

FOCUS ON THE ROAD AND PROTECT EACH OTHER BY PUTTING DOWN THE PHONE, MINIMIZING DISTRACTIONS, AND STAYING ALERT BEHIND THE WHEEL ARE CRITICAL STEPS TO PREVENT CRASHES AND SAVE LIVES IN PILOT POINT.

Driver inattention stands as the leading cause of traffic crashes in the City of Pilot Point and the surrounding Study Area, with devastating consequences stemming from even a fleeting moment of distraction. Whether caused by phone use, conversations, or external distractions, inattention significantly impairs a driver's ability to react to changing road conditions, other vehicles, or vulnerable road users like pedestrians and cyclists. The resulting crashes disrupt lives, cause property damage, and strain community resources, underscoring the critical need for focused driving to ensure safer roads for everyone in Pilot Point.

The data paints a stark picture of the issue's magnitude: driver inattention is responsible for 25% of all crashes across the Study Area, rising to an alarming 40% within Pilot Point city limits. This disproportionate impact within the city highlights how urban environments, with their complex traffic patterns and higher density of road users, amplify the dangers of distracted driving. Beyond contributing to overall crash numbers, inattention is a leading factor in crashes resulting in fatalities or serious injuries, emphasizing its role in not only frequent but also severe incidents that leave lasting physical, emotional, and economic impacts on victims and their families.

To combat this pervasive issue, TxDOT launched the Talk, Text, Crash campaign, aimed at raising awareness about the dangers of distracted driving, particularly from phone use. The campaign emphasizes that activities like texting or talking on a phone divert attention from the road, significantly increasing crash risks. In Pilot Point, where driver inattention drives a substantial portion of crashes, the campaign's message resonates strongly, highlighting how a single moment of distraction can lead to life-altering consequences. By promoting focused driving habits, the Talk, Text, Crash initiative seeks to reduce the alarming crash rates and foster a culture of safety on Texas roads, including those in the Pilot Point Study Area.

ACCORDING TO NHTSA, TEXTING WHILE DRIVING INCREASES THE LIKELIHOOD OF A CRASH BY UP TO 23 TIMES, AS IT INVOLVES VISUAL, MANUAL, AND COGNITIVE DISTRACTIONS SIMULTANEOUSLY.



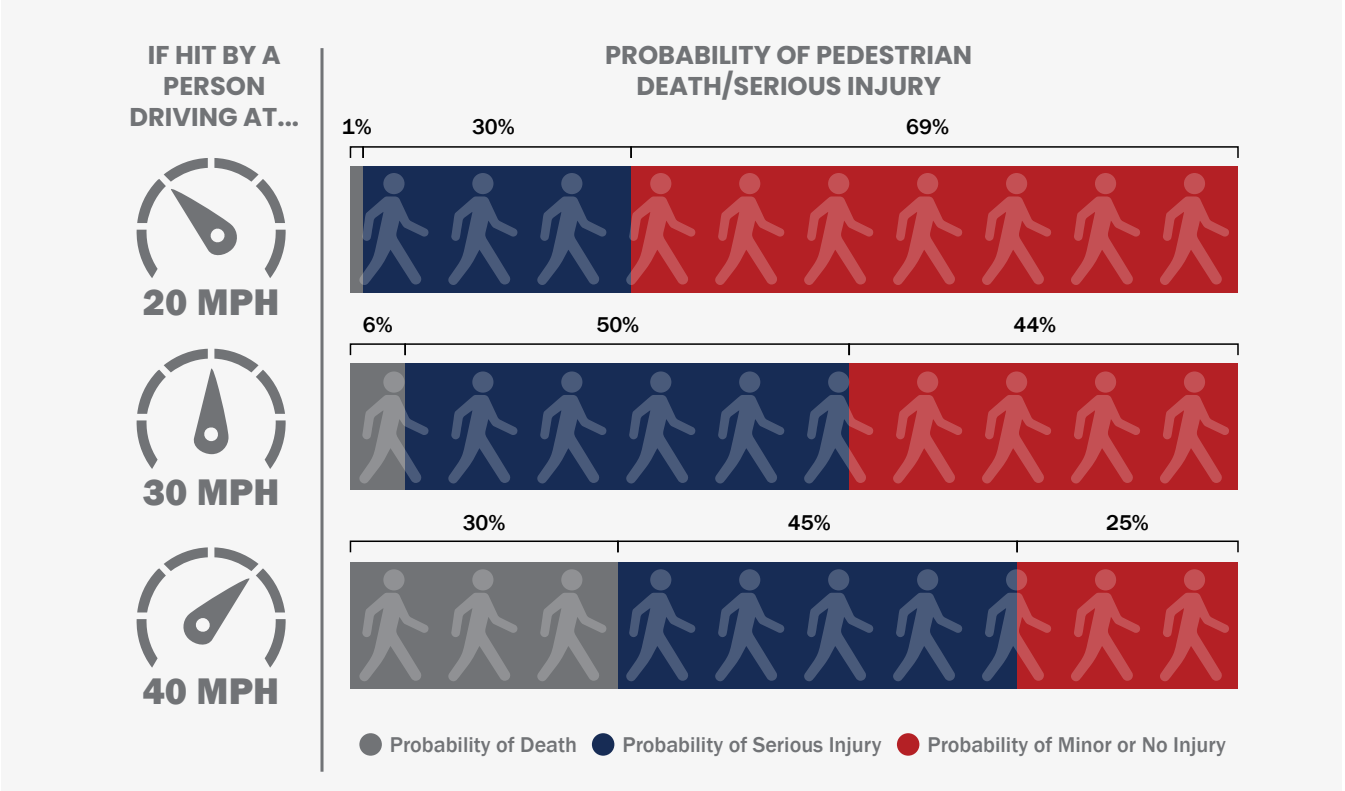
SPEEDING

SURVEY RESPONSES:

- **"For a rural community, the streets stay small which makes walking that much more unsafe. There are few streetlights which adds a visibility issue for any pedestrians"**
- **"Speed limit signs and stop signs are frequently ignored especially in school zones."**

Speeding also significantly contributes to traffic crashes in the Pilot Point Study Area and within city limits, ranking as the second most critical factor in collisions. Exceeding speed limits or failing to adjust speed to road conditions is responsible for approximately one in six crashes (17%) across the Study Area and one in ten crashes (10%) within the City of Pilot Point. This prevalence highlights how speeding compromises a driver's ability to respond to sudden changes in traffic, road hazards, or unexpected obstacles, increasing the likelihood of collisions on both high-traffic highways and local roads. The dangers of speeding extend beyond its frequency to the severity of its outcomes. Higher speeds amplify the force of impact in crashes, significantly increasing the risk of fatalities and serious injuries. In the Study Area, speeding is a key contributor to severe crashes, accounting for 11% of the 37 fatal and serious injury incidents, alongside other factors like driver inattention and failure to yield. Within city limits, speeding remains a notable factor in the 14 recorded severe crashes, though it is slightly less dominant than issues like disregarding traffic signals. The heightened crash risk and increased severity caused by speeding underscore its detrimental impact on road safety in Pilot Point.

SPEED MANAGEMENT, LOWERING SPEED LIMITS, AND REDUCING EXCESSIVE SPEEDING IN THE CITY OF PILOT POINT IS A NECESSARY STEP TO ELIMINATE TRAFFIC DEATHS AND SERIOUS INJURIES.



Speeding poses a particularly severe threat to pedestrians and bicyclists, who are among the most vulnerable road users. Higher vehicle speeds drastically reduce a driver's reaction time, making it more difficult to avoid collisions with pedestrians or cyclists crossing roads or using shared pathways. In the event of a crash, the increased impact force from speeding vehicles significantly heightens the likelihood of fatal or catastrophic injuries to these unprotected individuals.

The design of roadways, particularly pavement width, also plays a role in encouraging speeding behavior in Pilot Point. Wider pavements, common on highways and Farm-to-Market roads, often create a sense of comfort for drivers, leading them to increase their speed beyond safe limits. These expansive roadways, prevalent in the Study Area, reduce perceived constraints and can inadvertently promote higher speeds, exacerbating the risk and severity of crashes, especially in areas with heavy traffic or pedestrian activity.

In Pilot Point, 75% of Study Area crashes occur on Farm to Market roads and U.S. and State Highways, which typically have wider pavement designs. The correlation between wider travel lanes and higher speeds suggests that narrowing lanes, reducing speed limits, or adding traffic calming measures on roads like U.S. 377 could reduce speeding and crash severity, aligning with the city's Vision Zero goal to eliminate fatalities. Local roadways in Pilot Point tend to have narrow cross-sections. While this may present certain challenges, such as school bus access, or limited right-of-way availability for new bicycle and pedestrian facilities, it also moderates speeds throughout the city as drivers tend to drive more cautiously and slower on narrow roadways, which is likely why crash severity is less on these local streets.

HIGH INJURY NETWORK

This Comprehensive Safety Action Plan focuses resources on enhancing roadway safety where severe crashes most frequently occur. Through analysis of crash patterns, traffic volumes, infrastructure characteristics, and local conditions, a High Injury Network (HIN) was developed and recurring factors linked to serious incidents were identified. Combining focused capital improvements along the High Injury Network with broader systemic enhancements at high-risk areas will strengthen safety across the City of Pilot Point's transportation system.
The High Injury Network targets roadway segments within Pilot Point where fatal and serious injury crashes are most concentrated over five years of crash data (2020-2024). Development of the HIN utilized a sliding window analysis that evaluated crashes within corridor-length half-mile segments advancing incrementally across the roadway network to pinpoint areas with the greatest combined crash density and severity.

With only one pedestrian crash and no bicyclist crashes recorded during the study period, the analysis focused exclusively on motor vehicle incidents. Street centerlines were divided systematically based on roadway name, functional classification, and physical continuity, incorporating both intersection and mid-block crashes to capture comprehensive corridor safety performance.

The HIN pinpoints corridors with the most significant crash concentration and severity, enabling city officials to direct safety investments where they will have maximum impact. While representing a small fraction of the overall street network, HIN corridors typically account for a disproportionate share of serious crashes. In Pilot Point, all killed or seriously injured crashes occur along HIN routes, which comprise just 15% of the city's total roadway miles. U.S. 377, FM 455, and FM 1192 (Liberty St.) stand out as the primary HIN roadways, while additional links are spread across the study area.

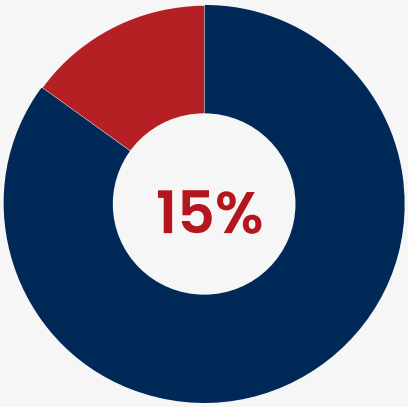
WHY THE HIGH INJURY NETWORK IS IMPORTANT TO THE PLAN OUTCOMES?

1. Defines crash concentration and severity
2. Illustrates how these corridors account for serious crashes

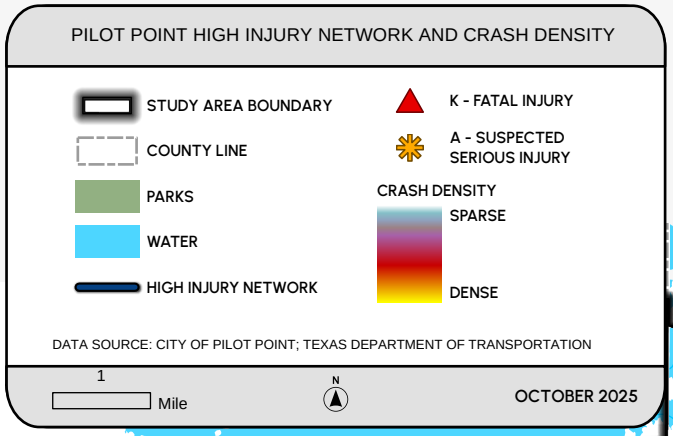
PRIMARY HIGH INJURY NETWORK ROADWAYS:

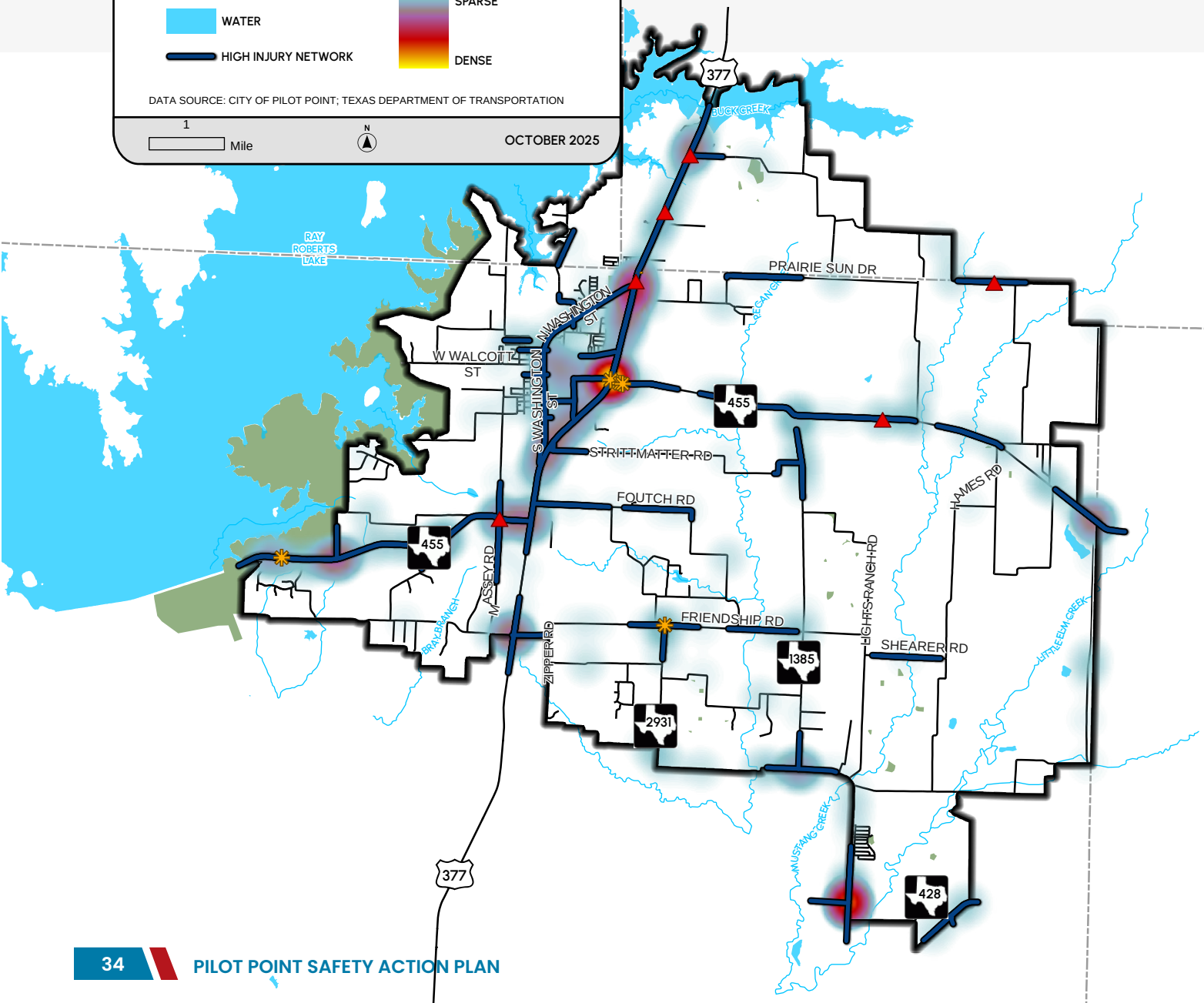
- U.S. 377
- FM 455
- FM 1192 (LIBERTY ST.)

ALL FATAL OR SERIOUS INJURY CRASHES OCCUR ON JUST 15% OF ALL ROADS IN THE PILOT POINT AREA.



ROADS WITH FATAL AND SERIOUS INJURY CRASHES





EQUITY CONSIDERATIONS

The equity analysis for the Pilot Point Safety Action Plan utilizes the Climate and Economic Justice Screening Tool (CEJST) to address transportation safety disparities, focusing on vulnerable road users (VRUs) and zero-car households within the context of the city's crash trends. Although none of the census tracts in Cooke, Denton, and Grayson Counties meet CEJST's disadvantaged criteria due to household income levels below the 65th percentile nationally, transportation barriers (63rd to 83rd percentiles) bring important equity considerations forward for certain sectors of the community when faced with these obstacles. Air pollution indicators within the Screening Tool show an elevated PM2.5 levels (73rd to 81st percentiles) reveal significant equity concerns. These factors increase crash risks for VRUs and zero-car households, particularly on high-risk corridors like US 377 and Farm-to-Market roads, which account for 75% of Study Area crashes and 81% of fatal and severe crashes, despite comprising only 22% of roadway miles. Driver inattention (25% of Study Area crashes, 40% within city limits) and speeding (17% and 10%, respectively) further exacerbate risks for these vulnerable groups, highlighting the need for equitable safety measures.

Further equity indicators underscore crash-related vulnerabilities in Pilot Point. Census tract 201.18, encompassing most of historic Pilot Point, has a zero-car household rate of 2.9%, slightly above Denton County's 2.5% but below the national 8.5%, indicating limited mobility options. Additionally, 39.7% of students in the Pilot Point Independent School District are economically disadvantaged, and Hispanic residents face a 12.2% poverty rate compared to 6.9% overall, reflecting economic challenges that amplify safety and mobility risks. These populations are particularly vulnerable on highways and Farm-to-Market roads, where wider pavements contribute to speeding, a factor in 11% of the 37 severe crashes in the Study Area and the 14 severe crashes in the city. The Safety Action Plan focuses on these vulnerable groups to address inequities and advance the Vision Zero target of eliminating traffic fatalities by 2040.



US 377 and Farm-to-Market roads make up 22% of roadway miles but account for 75% of crashes and 81% of severe crashes.

VULNERABLE GROUPS FACE DISPROPORTIONATE RISKS, UNDERSCORING THE NEED FOR EQUITABLE SAFETY MEASURES.

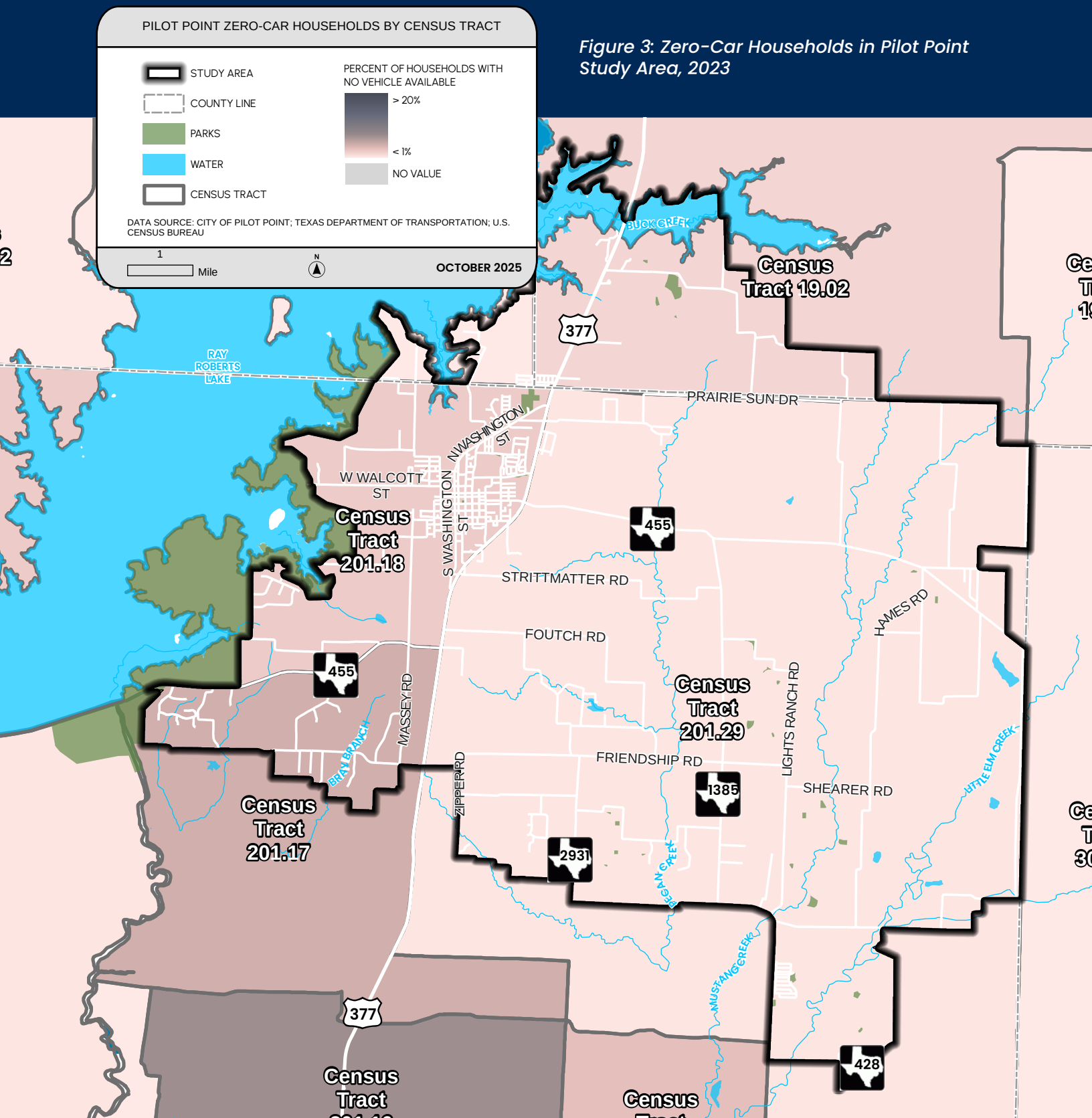


Figure 3: Zero-Car Households in Pilot Point Study Area, 2023

SYSTEMIC IMPROVEMENTS

As a core component of the Safe System Approach, systemic improvements utilize a proactive methodology to enhance road safety across the entire transportation network, moving beyond a reactive response to individual crash incidents. The process involves analyzing widespread patterns related to infrastructure, environmental conditions, and road user behavior to deploy broad, preventative countermeasures. This strategy allows for the application of safety enhancements across numerous locations with similar risk characteristics, mitigating the potential for severe or fatal crashes before they happen.

Adopting this proactive framework over a reactive one is a critical element for achieving the objectives of Vision Zero. The recommendations for systemic improvements were formulated using a structured, multi-phase methodology to determine candidate locations and select appropriate countermeasures.

The selection of these countermeasures was guided by the Federal Highway Administration's (FHWA) Proven Safety Countermeasures initiative (PSCi). This was supplemented by additional measures chosen from TxDOT Highway Safety Improvement Program (HSIP) because they are well-suited to address specific local crash profiles and are anticipated to yield a substantial safety benefit.

EXAMPLES OF RECOMMENDED COUNTERMEASURES



Crosswalk Visibility Enhancements



Pedestrian Hybrid Beacons



Rectangular Rapid Flashing Beacons (RRFB)



Backplates with Retro-reflective Borders



Corridor Access Management



Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections



Lighting



Pavement Friction Management



Road Safety Audit

COUNTERMEASURE SUMMARY

Table 1: All Modes: Crash Profiles, % KSI (Total KSI), Recommended Countermeasures, Countermeasure Effectiveness. Note: KSI - Killed & Seriously Injured crashes.

Locations	Crash Profile	KSI Crashes *(% of Study Area or City)*	Countermeasure Recommendation
System-Wide	Dark, Not Lighted Conditions	Study Area: 8 City Limits: 2	• Improved Street Lighting • Backplates with Retroreflective Borders • Install post-mounted delineators
Segments (non-intersection locations)	Lane Departure	Study Area: 22 City Limits: 6	• Longitudinal Rumble Strips and Stripes • Enhanced Delineation for Horizontal Curves • Pavement Friction Management • Wider Edge Lines • The Safety Edge • Add/Widen Paved Shoulders • Median Barrier
	High-Speed (>40 mph) Segments	Study Area: 23 City Limits: 8	• Automated Speed Enforcement • Dynamic Speed Feedback Signs • Corridor Access Management • Safety Treat Fixed Objects
Intersections	Unsignalized Intersections (Angle Crashes)	Study Area: 9 (4) City Limits: 3 (2)	• Roundabouts • Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections • Rural Intersection Improvements
	Signalized Intersections (Left-turn Crashes)	Study Area: 2 (2) City Limits: 2 (2)	• Improve Yellow Change Intervals • Protected or Permissive/Protected Left Turn Signal Phasing

CAPITAL PLAN

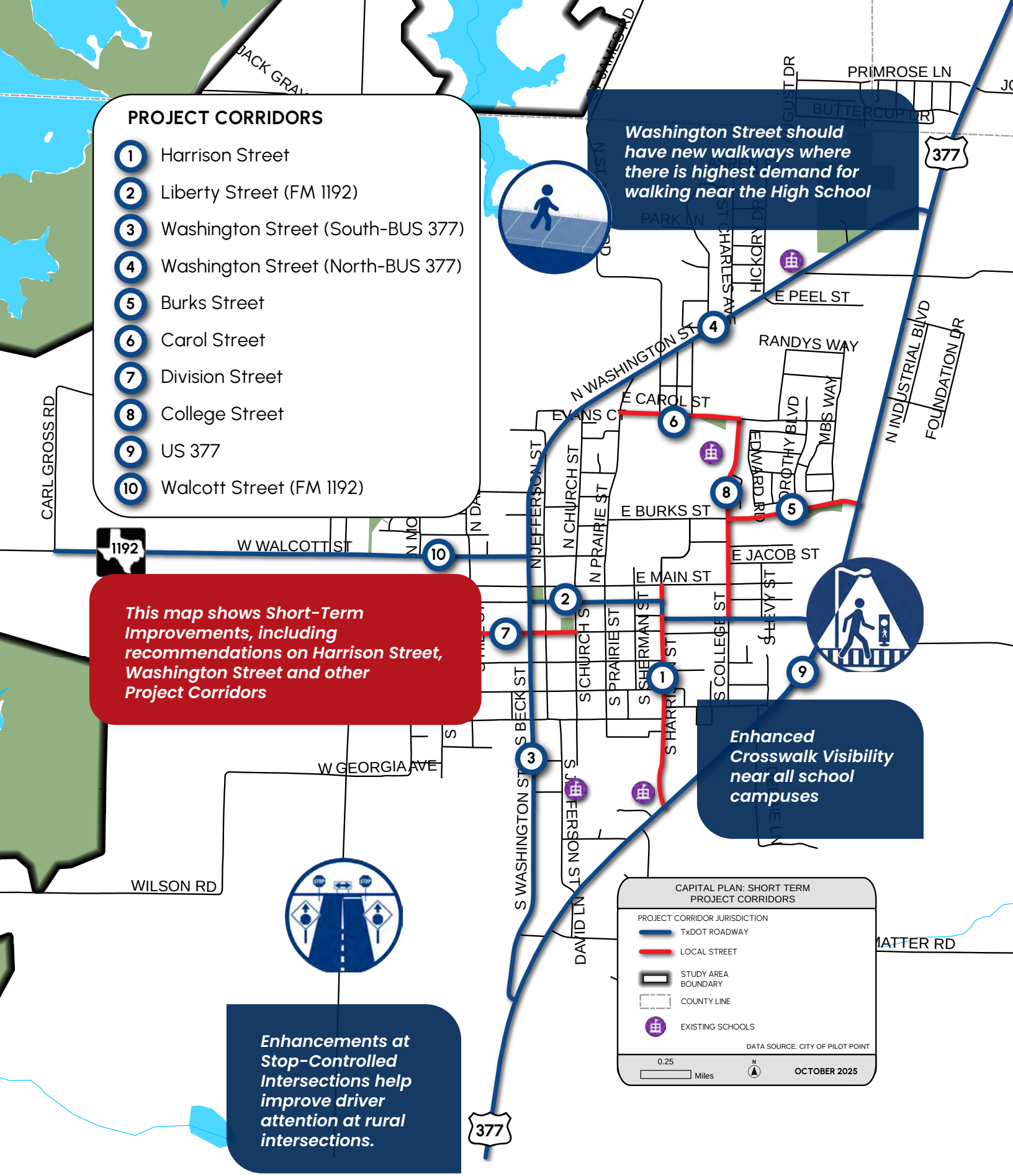


RECOMMENDATIONS FOR SAFE STREETS

This section includes capital project recommendations that prioritize safe access to schools and the integration of multimodal improvements with essential infrastructure investments. It outlines both short- and long-term improvements that align roadway safety with future water, wastewater, drainage, and roadway projects. Immediate efforts focus on Safe Streets and Roads for All (SS4A)–funded pedestrian and school-zone enhancements, while long-term projects embed sidewalks, crossings, and bike facilities into comprehensive utility and street reconstructions, ensuring coordinated, efficient, and resilient infrastructure that supports safe, connected mobility for Pilot Point's students and families. Recommended improvements to Harrison Street prioritize safe access to Pilot Point Middle School through new pavement, striping, and a high-visibility crosswalk between the school and stadium. Upgraded school-zone signage with flashing lights will enhance driver awareness, aligning with multimodal safety and infrastructure integration goals. Recommended improvements to Washington Street enhance safe access to Pilot Point High School through shared-use paths, enhanced crosswalks with RRFBs, and speed feedback signage. Additionally, sidewalks will be extended along Division Street to the railroad from Washington Street, and lighting will be installed in strategic locations along the southern segment of Washington Street.

Short-term improvements focus on implementing SS4A-funded projects that enhance pedestrian and school-zone safety while coordinating with future infrastructure upgrades. These near-term actions emphasize improved crossings, signage, lighting, and speed management, addressing immediate safety needs and laying the groundwork for long-term multimodal connectivity and resilient, integrated infrastructure throughout Pilot Point's school walk sheds and neighborhoods. The short-term improvements recommended in this Safety Action Plan represent approximately $5.9 million worth of capital improvements focused on improving safety for people walking and biking in Pilot Point and to help improve driver inattention on local roadways. The following page describes the proven safety countermeasures being recommended for Pilot Point and offers descriptions of projects along Harrison and Washington Streets followed by short- and long-term improvements.

CAPITAL PROJECT RECOMMENDATIONS & COSTS		
1	Harrison Street	**$1,767,130**
2	Liberty Street (FM 1192)	**$139,690**
3	Washington Street (South - BUS 377)	**$432,500**
4	Washington Street (North - BUS 377)	**$2,594,670**
5	Burks Street	**$141,490**
6	Carol Street	**$110,460**
7	Division Street	**$401,280**
8	College Street	**$140,220**
9	US 377	**$75,710**
10	Walcott Street (FM 1192)	**$105,070**
	TOTAL	**$5,908,220**


PROJECT CORRIDORS
1 Harrison Street
2 Liberty Street (FM 1192)
3 Washington Street (South-BUS 377)
4 Washington Street (North-BUS 377)
5 Burks Street
6 Carol Street
7 Division Street
8 College Street
9 US 377
10 Walcott Street (FM 1192)
Washington Street should have new walkways where there is highest demand for walking near the High School
This map shows Short-Term Improvements, including recommendations on Harrison Street, Washington Street and other Project Corridors
Enhanced Crosswalk Visibility near all school campuses
Enhancements at Stop-Controlled Intersections help improve driver attention at rural intersections.
CAPITAL PLAN: SHORT TERM PROJECT CORRIDORS
PROJECT CORRIDOR JURISDICTION
TxDOT ROADWAY
LOCAL STREET
STUDY AREA BOUNDARY
COUNTY LINE
EXISTING SCHOOLS
DATA SOURCE: CITY OF PILOT POINT
0.25 Miles
OCTOBER 2025
N WASHINGTON ST
E CAROL ST
E BURKS ST
E JACOB ST
E MAIN ST
W WALCOTT ST
W GEORGIA AVE
S WASHINGTON ST
WILSON RD
PRIMROSE LN
E PEEL ST
RANDYS WAY
N CHURCH ST
N PRAIRIE ST
S CHURCH ST
S PRAIRIE ST
S SHERMAN ST
S COLLEGE ST
S JEFFERSON ST
S BECK ST
CARL GROSS RD
1192
377

FHWA PROVEN SAFETY COUNTERMEASURES

The safety enhancements recommended for Pilot Point in this plan include proven strategies from the Federal Highway Administration (FHWA) designed to reduce roadway fatalities and serious injuries for all users. They include engineering, visibility, and operational improvements, such as enhanced crosswalks, lighting, and signage, that address common crash types. Implementing these measures broadly helps communities like Pilot Point improve pedestrian safety, reduce rural intersection crashes, and accelerate progress toward the local Goal to Zero by 2040.



Crosswalk Visibility Enhancements use high-visibility markings, targeted lighting, and clear signs and pavement cues such as "Yield Here to Pedestrians" and stop bars to improve driver awareness and guide pedestrians to safer crossing locations on busy multilane roads reducing pedestrian injury crashes by as much as 40%.



Walkways including sidewalks, shared-use paths, and paved shoulders, offer defined, accessible routes for pedestrians. When continuous and well-maintained, they reduce roadside walking, lower crashes by 65–89%, enhance mobility, and integrate pedestrians into transportation networks.



Enhanced Delineation along roadways uses wider high-visibility pavement markings and edge delineation with defined curbs to better draw driver attention to roadway curves, reduce crashes, and clearly define traveled and edge lanes.



Rectangular Rapid-Flashing Beacons (RRFBs) are pedestrian-actuated LED beacons installed at uncontrolled marked crosswalks to boost driver awareness, raise yield rates (up to 98%), and cut pedestrian crashes (47%) by flashing high-visibility lights when a person is crossing.



Medians and **Pedestrian Refuge Islands** create safe mid-crossing zones by separating traffic flows, allowing pedestrians to cross one direction at a time. They reduce pedestrian crashes significantly, improve comfort, and reduce pedestrian crashes by up to 56%.



Enhanced Stop-Controlled Intersections deploy multiple low-cost treatments like enhanced signing and pavement markings across many stop-controlled intersections. It achieves a 27% reduction in fatal and serious injury crashes at rural intersections and delivers an average 12:1 cost-benefit ratio.



Roadway Lighting improves nighttime visibility and driver detection distances, significantly reducing nighttime crashes at rural intersections by 38 percent. Well-designed lighting enhances safety for all road users by illuminating potential conflicts, improving reaction times, and creating a safer nighttime driving environment.

Harrison Street facing south between Massey Stadium and Pilot Point Middle School



Open Drainage can be upgraded with curb and gutter for Shared-Use Path atop new storm sewer

HARRISON STREET (SHORT-TERM)

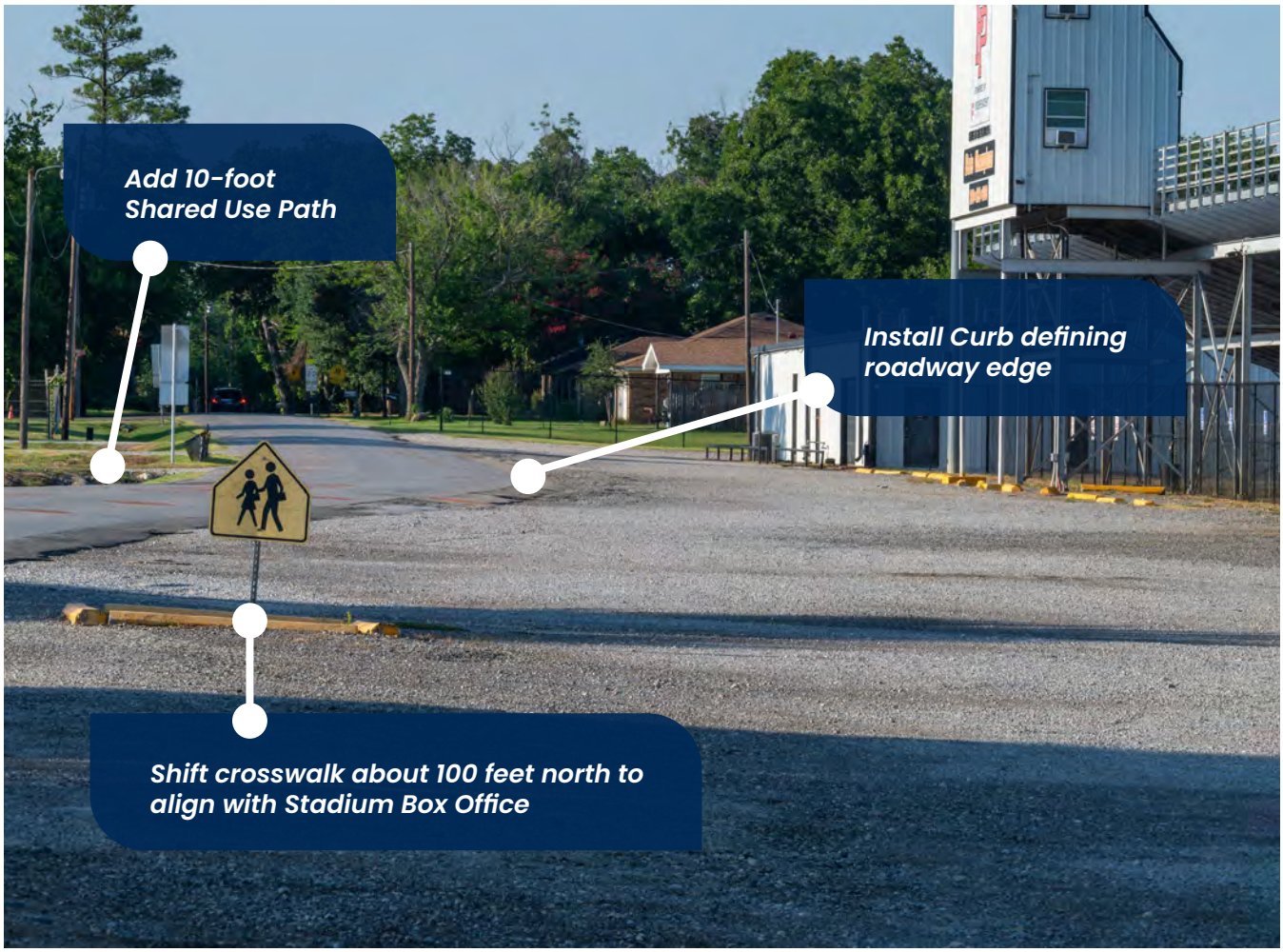
Serving as a key north-south connection through Pilot Point, Harrison Street extends just over a half mile from US 377 to Liberty and Main Streets. Much of this length is within a school zone near Pilot Point Middle School, which is located along Harrison near the intersection with US 377, and across the street from Massey Stadium. The southern quarter mile segment where the school and stadium reside currently has an undefined roadway edge and needs crosswalk visibility enhancements where there is high frequency of student crossings between the two facilities and high local traffic. TxDOT has committed to installing a signalized intersection at US 377 and Harrison as an improvement separate from the recommendations in this plan, which will improve safety tremendously.

Most of the nine crashes along Harrison Street include driver inattention and failure to yield during left turns. Recommended improvements revolve around improvement of overall visibility for drivers and safety for students. New pavement and striping is recommended for the segment nearest the school along with a 10-foot shared use path and a clearly defined high-visibility crossway between the school and stadium. North of campus, school zone signs will be upgraded to a standard height with flashing lights to assist with driver attention along the roadway north of campus.

It should be noted that these specific design alternatives represent a conceptual recommendation and will be resolved with more detail in the subsequent design phase. Costs are likely to change once the project is fully designed and engineered.



Undefined edge of pavement along Harrison facing north adjacent to Stadium Parking


Add 10-foot Shared Use Path
Install Curb defining roadway edge
Shift crosswalk about 100 feet north to align with Stadium Box Office


Consider removal of Head-In Parking along Harrison Street to reduce traffic conflicts.


Improve pavement to Concrete for improved durability and add curb.



Washington Street facing northeast from Yarbrough Street can have a 10-foot Shared-Use Path between the shoulder and open drainage.

WASHINGTON STREET (SHORT-TERM)

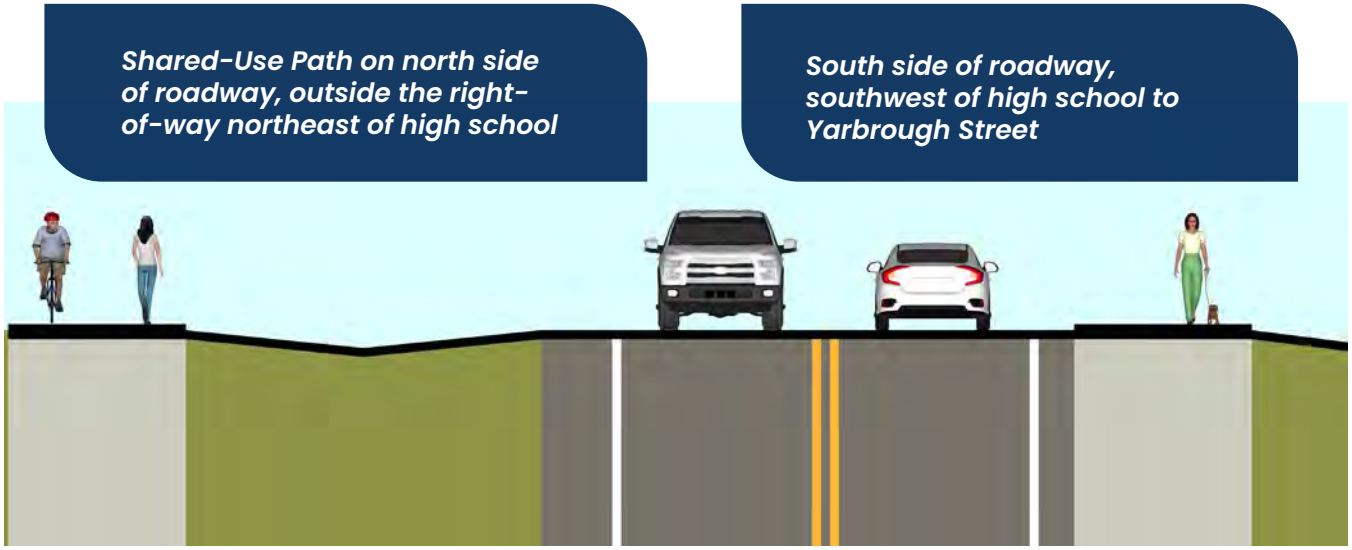
As perhaps the primary arterial through the older part of Pilot Point, Washington Street serves as an important north-south business loop off US 377, intersecting with the highway both on the north and south ends of town. Recommendations for this roadway were split into two individual segments, north and south of Walcott Street. The northern segment includes both Pilot Point High School and Groff Park, both within a half mile of the northern intersection of Washington Street and US 377. The convenience store located at that intersection is a popular destination for pedestrians from both the high school and park, though no formal sidewalk or pathway exists between these generators. A total of nine crashes, including two that resulted in serious injuries, show patterns of rear-end collisions from following too closely and disregarded stop signs. Recommended here are advanced warning beacons and dynamic speed feedback signs where the speed limit changes match the need for improved stop sign visibility and speed control to address rear-end and intersection-related collisions, respectively. These improvements, along with school zone enhancements, are necessary to improve safety, particularly in the vicinity of Pilot Point High School.

It should be noted that these specific design alternatives represent a conceptual recommendation and will be resolved with more detail in the subsequent design phase. Costs are likely to change once the project is fully designed and engineered.



Facing southwest along Washington Street in front of Pilot Point High School

In addition to these improvements, 10-foot shared-use paths will be added on the north side of the roadway between the high school and convenience store, and the south side of the roadway between the high school and Yarbrough Street, where a sidewalk is planned to be installed connecting that intersection to the Elementary School. An enhanced visibility crosswalk with Rectangular Rapid-Flashing Beacons, lighting, and a pedestrian refuge island will be installed in front of the High School aligned with Northside Drive, allowing pedestrians and cyclists to safely cross between the two Shared-Use Paths. Enhanced crosswalks should also be installed at Hickory Drive, High Point Drive, and St. Charles Avenue, allowing safe neighborhood access to the Shared-Use Path. The new pathways would be placed in an easement outside the right-of-way north of the high school and between the shoulder and open drainage south of school to Yarbrough. This solution allows for safe and functional pedestrian upgrades to be implemented now prior to necessary storm sewer improvements and provide tangible and effective enhancements allowing students and families greater access to these important community assets while walking, riding, or rolling.





Washington Street facing north heading into town should have improved lighting to increase visibility at night.



OTHER PROJECT CORRIDORS (SHORT-TERM)

This Safety Action Plan offers recommendations for both short- and long-term improvements, with short-term improvements to be funded through SS4A Implementation Grant funding and long-term improvements to be implemented along with enhancements to other essential systems. In addition to upgrades to Harrison Street and Washington Street discussed previously, the short-term improvements include implementation of safety countermeasures throughout Pilot Point in several other corridors aimed primarily at mitigating driver inattention as well as some speed management enhancements. Driver inattention reduces awareness and reaction time, contributing to missed stops and failed yields in key corridors. Enhanced signage, flashing beacons, dynamic speed feedback, and improved lighting help to refocus driver attention, strengthen visual cues, and create safer, more intuitive roadways that help to prevent errors and protect all road users.



Crosswalk Visibility Enhancements should be implemented along Washington Street at Division, Liberty, and Main Streets.

On Liberty Street, enhanced intersection visibility through advanced warning beacons and flashing stop beacons is recommended and meant to improve driver recognition of approaching intersections and driveways, reducing yield failures and driveway conflicts. Along the southern segment of Washington Street, the combination of advanced warning beacons, safety lighting, and dynamic speed feedback signs provide both visual and behavioral countermeasures, alerting drivers to upcoming intersections and managing approach speeds. Improved lighting along Washington will significantly enhance nighttime and low-light visibility for drivers by lighting intersections, driveways, and pedestrian crossings. Extending sidewalks on Division Street from Jefferson to the railroad will create a seamless pedestrian corridor across Washington Street, closing gaps and enabling safe, continuous walking access between City Square and Old City Park, enhancing neighborhood connectivity and promoting walkability.



School zone signage should be upgraded to a standard height with flashing lights.

On Burks Street, the application of advanced warning beacons enhances visibility for approaching drivers, while dynamic speed feedback helps to moderate vehicle speeds along the street. Together, these measures support safer, calmer travel near schools and neighborhoods. Crosswalk visibility enhancements and improved school zone signage on College and Carol Streets are vital for creating safer, more predictable routes between the elementary school and nearby neighborhoods. These improvements heighten driver awareness, slow vehicle speeds, and clearly define student crossings, supporting Safe Routes to School goals by fostering a safer, more walkable environment for children and families. On US 377, where most local crashes in Pilot Point occur, it is recommended to combine advanced warning beacons with speed feedback signs to improve driver awareness of intersections and changing speed limits as drivers move from higher speed segments to the lower speed segment through Pilot Point.



Speed Feedback signs will help with driver attention when speed limits change along Walcott and Washington Streets and on US 377.



These visibility and speed management treatments will strengthen safety along the community's highest-risk roadways. On Walcott Street (FM 1192), speed feedback signs will improve attention when the speed limit changes as drivers approach Pilot Point, and flashing stop beacons and advanced warning signage will address failures to yield at Washington Street. Across all corridors, these improvements exemplify how enhanced signing, pavement markings, and speed management work together to create a more predictable, forgiving roadway environment that reduces crash potential while advancing Pilot Point's long-term goals for safe, multimodal connectivity.

LONG-TERM IMPROVEMENTS

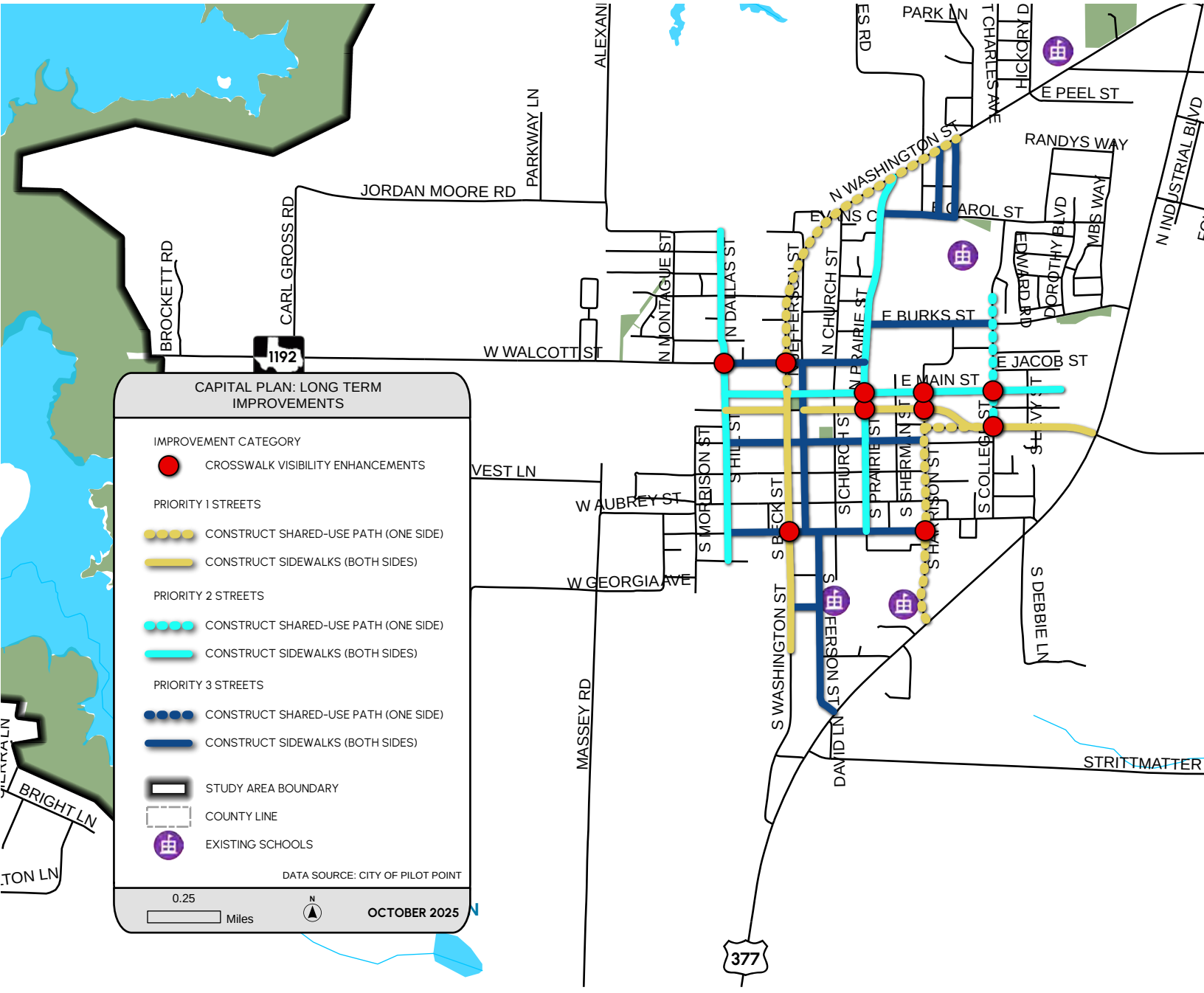
In addition to short-term improvements that can be implemented within the next 3-5 years, this plan offers recommended priority roadways for bike and pedestrian improvements as essential systems such as water, wastewater, and drainage are planned and implemented through Pilot Point's Capital Improvement Plan. These improvements integrate roadway safety and multimodal enhancements into Pilot Point's broader Complete Infrastructure framework. These coordinated upgrades ensure that as underground utilities are modernized, the surface network will simultaneously evolve to include safer streets, connected sidewalks, and efficient drainage. This integrated approach maximizes funding efficiency, minimizes disruptions, and supports a resilient, accessible transportation system that advances growth, mobility, and community character consistent with the city's Master Plan Set and long-term capital improvement priorities.

The long-term recommendations are shown as Priority 1, 2 and 3, however, should be constructed considering all essential system infrastructure needs when planning implementation. Their priorities in this context are more a reflection of their importance to the multimodal network than the order they should be built. Priority 1 streets include Washington, Liberty, and Harrison and serve as the primary spine through town and primary crossing respectively. Pedestrian access should be extended along the entire length of Washington Street down to the future realigned intersection with US 377, with the shared-use path extending south from Yarbrough Street to Main Street. The shared-use path to be constructed near the Middle School should be extended north along Harrison Street to Main Street. The current right of way along Harrison Street is quite limited with pavement as narrow as 20' in many places. While sometimes seen as problematic, narrow lanes help to encourage slow, attentive driving, which is likely why there are not many serious injury crashes occurring on roadways with these conditions. Liberty offers direct access from FM 455 across US 377 into town and can serve as a primary east-west pedestrian connection. Aligning Liberty through the current Pilot Point ISD baseball field should be considered and requires further feasibility study and coordination between Pilot Point, TxDOT and the school district.

Priority 2 streets include Main and College Streets, which serve as a secondary crossing through town, and like Harrison, the shared-use path should be continued along College Street with a connection via Main Street. While Main Street primarily has 30' of right of way, it is ideally suited for an east-west shared-use path connection from Washington Street to its eastern terminus where new development is currently planned. Should expanded right of way be considered, direct communication with neighbors along the roadway will need to be engaged in early discussions for this type of improvement. Prairie Street and the combination of Hill and Dallas Streets serve as important long north-south routes through Pilot Point. Hill and Dallas Streets together also serve as the primary north-south route for emergency access on the west side of the railroad. Priority 3 streets form the remaining long-term recommendations, and it is also encouraged that when constructing complete infrastructure on any street in Pilot Point, that sidewalks be included as part of any reconstruction. McKinney, Division, and Burks Streets all serve as key east-west connections through town, while closing gaps on segments of Walcott, Jefferson, and Carol can help to complete the long-term priority network.

For new roadway development in Pilot Point, infrastructure planning must be comprehensive and forward-looking to accommodate growth while supporting safe, multimodal access. The Master Thoroughfare Plan establishes a hierarchy of roadway classifications across the study area, each with defined right of way standards that ensure adequate space for not only vehicles but also sidewalks, trails, and bike facilities. Embedding pedestrian and bicycle infrastructure into roadway design from the outset is critical; by integrating side paths, trails, and bike lanes, the city can avoid costly retrofits and create a connected, accessible network. Equally important is the inclusion of stormwater-integrated infrastructure, with greenways, trail corridors, and roadside landscaping designed to absorb or treat

runoff, reinforcing both environmental resilience and community aesthetics. A Complete Streets framework, guided by context-sensitive solutions, ensures that roadways are designed to balance the needs of drivers, pedestrians, and cyclists while reflecting the character of surrounding land uses. Together, these elements form the foundation for sustainable roadway expansion. For new roadway development in Pilot Point, infrastructure planning must be comprehensive and forward-looking to accommodate growth while supporting safe, multimodal access. The Master Thoroughfare Plan establishes a hierarchy of roadway classifications across the study area, each with defined right of way standards that ensure adequate space for not only vehicles but also sidewalks, trails, and bike facilities. Embedding pedestrian and bicycle infrastructure into roadway design from the outset is critical; by integrating side paths, trails, and bike lanes, the city can avoid costly retrofits and create a connected, accessible network. Equally important is the inclusion of stormwater-integrated infrastructure, with greenways, trail corridors, and roadside landscaping designed to absorb or treat runoff, reinforcing both environmental resilience and community aesthetics. A Complete Streets framework, guided by context-sensitive solutions, ensures that roadways are designed to balance the needs of drivers, pedestrians, and cyclists while reflecting the character of surrounding land uses. Together, these elements form the foundation for sustainable roadway expansion.

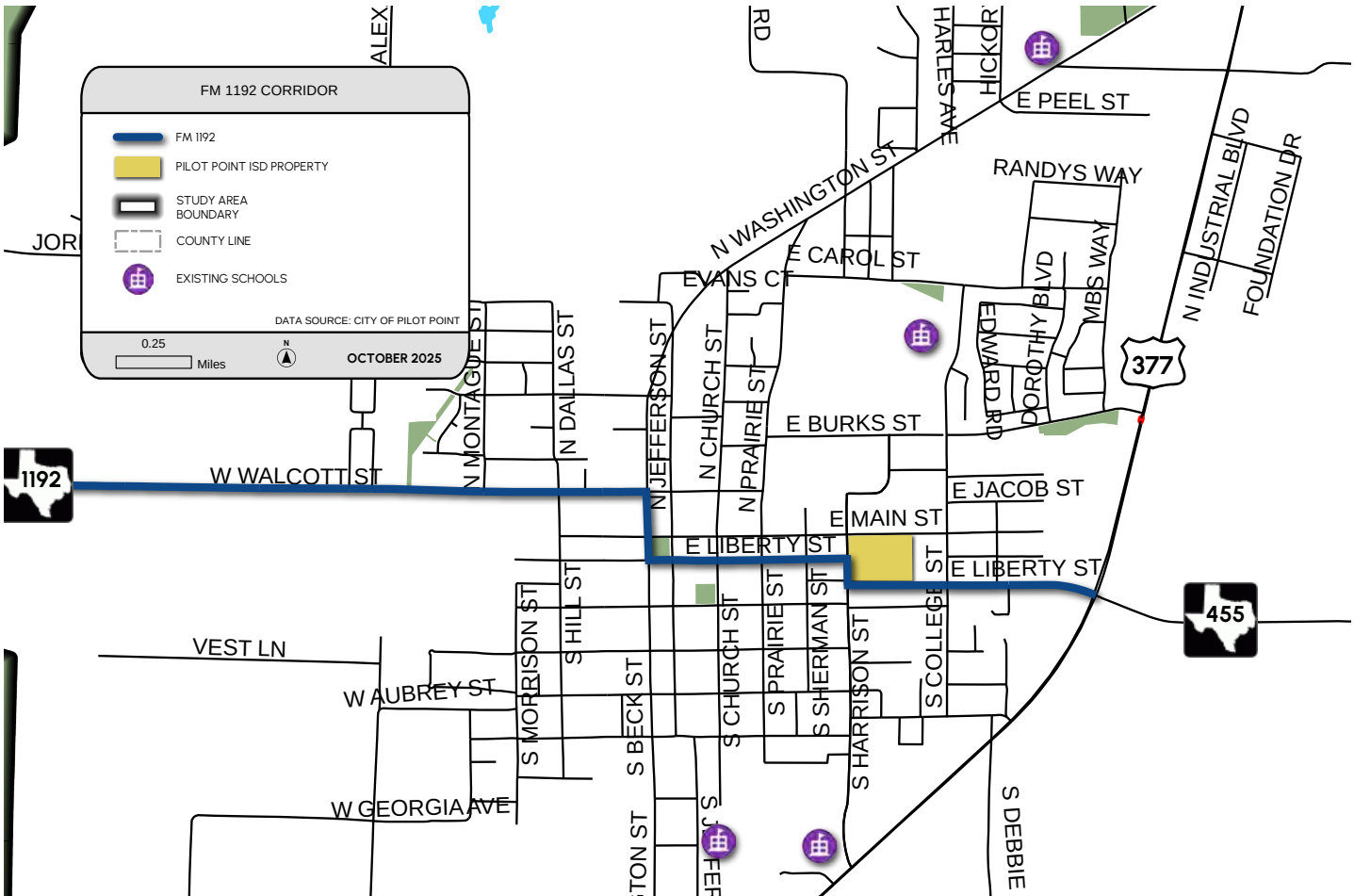


SUPPLEMENTAL PLANNING ACTIVITIES

FM 1192 REALIGNMENT STUDY: This proposed $350,000 Feasibility Study will assess everything necessary for City of Pilot Point to take ownership of FM 1192 from TxDOT as a City street. This will evaluate existing conditions of the roadway from Walcott Street at the Jordan Branch Trailhead, through downtown Pilot Point via Liberty Street to Harrison Street and continuing to US 377 at the intersection with FM 455. Assessments will include roadway and pavement conditions, drainage, utilities, traffic, right of way, access, and maintenance costs. This assessment will also consider alternatives for how the City would like to eventually develop both Walcott and Liberty Streets by segment including typical sections and how each segment fits into the capital improvement plan. Options for each segment will be put before the public to receive feedback specifically on what they would like to see along Walcott and Liberty Streets.

A key component to this study will focus on the feasibility and options for aligning segments of Liberty street on either side of Harrison Street using all or part of the property currently owned by Pilot Point ISD and functioning as the school district's baseball field. This process will involve the school district as a key partner, and the feasibility assessment will include providing information they need to adequately evaluate options for conveying this property to the City through sales or exchange, and for how it aligns with the district's future plans.

Alternatives will be developed and evaluated by segment, and preferred options identified. Conceptual design will be done for preferred short- and long-term improvements to each segment and the cost of taking over maintenance of FM 1192 will be estimated. An implementation plan will be developed for when each improvement would be made along both Walcott and Liberty Streets including how any realignment of Liberty Street at Harrison Street might look. Capital costs and a funding plan will be developed for the overall implementation strategy including contingency and accounting for escalation over time. Safety will be a key consideration when establishing alternatives and further developing conceptual designs for recommended improvements.



RAILROAD CROSSING FEASIBILITY STUDY: This proposed $400,000 Feasibility Study will essentially be a combined assessment of both where a grade separation might be feasible and whether a Quiet Zone through Pilot Point can be implemented, establishing a unified framework to improve safety, mobility, and emergency access while reducing noise impacts along the Union Pacific Railroad (UPRR). The process will begin by defining the purpose and need, identifying how frequent train blockages affect community connectivity and emergency response. Field data collection and coordination with UPRR, TxDOT, and local agencies support a corridor-wide understanding of existing conditions, including crossing geometry, rail operations, drainage, utilities, and traffic patterns.

Conceptual solutions will be developed for potential grade separation locations, evaluating both overpass and underpass alternatives based on topography, right-of-way, constructability, and cost. Simultaneously, each public crossing within the corridor is inventoried to assess Quiet Zone feasibility under Federal Railroad Administration (FRA) requirements. A railroad Quiet Zone is a designated area where trains don't routinely sound their horns because enhanced safety measures like gates, medians, and warning systems are installed. These upgrades maintain or exceed federal safety standards, reducing crashes, deterring gate circumvention, and improving both community safety and overall quality of life. Diagnostic team meetings with UPRR and the FRA will help identify Supplemental Safety Measures (SSMs) such as medians, four-quadrant gates, or closures that align with the selected separation concept. The overall assessment will also consider roadway upgrades on either side of the railroad where a Quiet Zone might be located as well as any roadway improvements that would be needed to support placement of a new grade separation.

The study will integrate these findings into a single implementation plan detailing preferred design alternatives, cost estimates, and phased improvements. This plan will prioritize corridor-wide safety and reliability, recommending near-term SSM installations and long-term grade separation construction under a shared funding and permitting framework. The coordinated approach will help minimize conflicts and ensure that the grade separation and Quiet Zone improvements function as complementary investments enhancing safety and access, reducing delays, and improving quality of life along the UPRR.



Trains move slowly through Pilot Point and have been stopping across several railroad crossings more frequently, blocking emergency access.

CALL TO ACTION

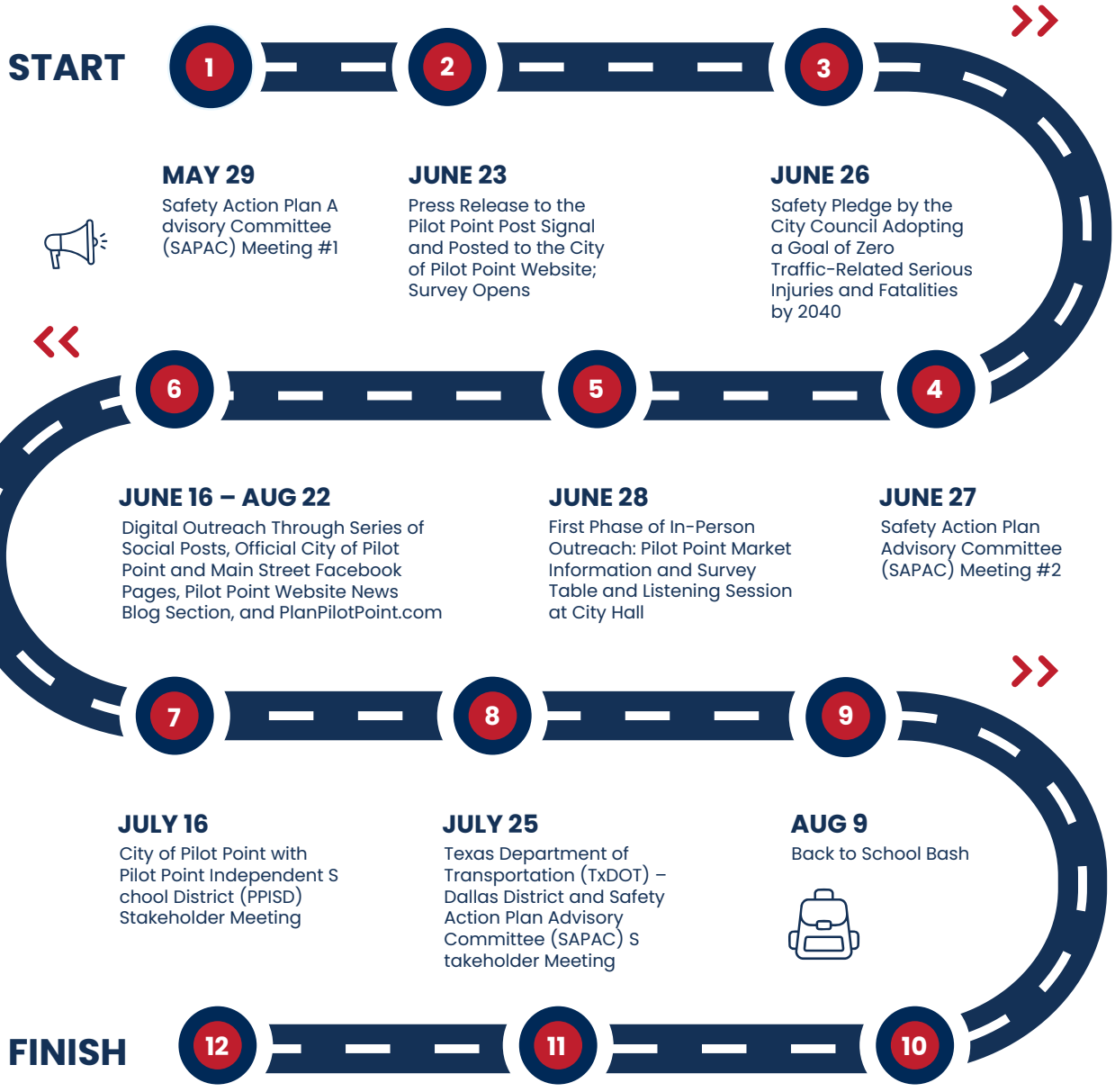


FAMILIES HAD A CHANCE TO EXPRESS THEIR PRIORITIES AT A BACK TO SCHOOL BASH ON A STICK-A-DOT SURVEY BOARD ANSWERING THE QUESTION:

“WHAT DOES SAFE ROUTES TO SCHOOL MEAN TO YOU?”

OVERVIEW OF PUBLIC & STAKEHOLDER ENGAGEMENT

2025 COORDINATION TIMELINE




EAST
FARM 1192 ROAD
NORTH
377
STOP
CROSS TRAFFIC DOES NOT STOP
DODGE
DAKOTA
TEXAS
RVT-6759
WBL-6461

ACTION PLAN IN THE MAKING

Data driven conclusions define specific areas of concern and point to opportunities for safety improvement projects. After incorporating the community feedback, there is overlap between these people-driven issues and opportunities for safety countermeasures identified by the data findings. The voices of the community kept the data scientists and researchers in check by expressing the reality of the everyday commute and travel experiences and together this leads to the best, most effective outcomes when it comes to developing a Safety Action Plan.

Several issues of concern were identified through the survey:

- Speeding
- Pedestrian safety
- Visibility
- Cyclists' safety
- Unsignalized intersections

The collective community voice then called for the following improvements

- Traffic signals
- Traffic signal modifications
- Improved pavement quality and markings
- Expanded Street Widths

The results of the safety analysis along with the feedback from the community helped to mold the projects that are included in the capital plan described in the previous section. With a strong community representation interwoven into the capital projects it is easier to prioritize those that will make the most meaningful impact. Ultimately, all the projects are designed to reduce and eliminate traffic related crashes because of all the factors that went into selecting the list of safety countermeasures to include. As the community grows and traffic demands change, the list of safety countermeasures to include and priorities should adapt to these new circumstance. This plan represents a first step towards a new consciousness for shared responsibility and safety while making changes as needed in the future.

The actions defined in the following lists were compiled by the project research team and checked by the SAPAC and then finally cross-checked and verified through the transportation safety survey results compilation process. This Safety Action Plan follows the prescribed protocol of the FHWA Safe System Approach suggesting that when a community "commits to zero traffic deaths its looking at all aspects of safety through the following five Safe System elements, that together, create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care."

PILOT POINT ACTIONS ARE ORGANIZED IN THE FOLLOWING CATEGORIES:

SAFER PEOPLE: Revolves around programming and awareness activity to maintain a community culture of transportation safety.

SHARED RESPONSIBILITY: Institutionalize safety with neighboring communities and regional authorities, through ILAs and funding advocacy efforts. Further the Vision Zero concept and spread the safety message through specialized PSA's and mass communication efforts.

COMPLETE INFRASTRUCTURE: Utilize capital plans and bond projects to integrate the safety countermeasures, continue feasibility studies to address railroad disruptions to the transportation system, implement active transportation opportunities in the master plan, and continue to build on GIS-based data systems to track inventory and maintenance.

SAFER ROADS: Brings design standards, deficiencies, downtown specific cross section enhancement, and furthering TXDOT partnership into focus.

PROACTIVE PLANNING: Concepts like complete streets, temporary treatments, formal requests for multimodal design elements to TXDOT, and future throughfare program help set the tone for progress.

MONITOR PROGRESS: Evaluate, monitor and celebrate successes, no matter how big or small. Every step towards Zero counts!

Each Action has suggested timeframes, funding requirements, staffing needs, study recommendations, partnership opportunities and policy updates or adoption indicators. The matrix is going to be customized to each activity line item with a total of 36 actions.

Improving Pilot Points streets through physical changes and the layered effect of Capital Improvements upon local infrastructure is only one part of the standard set within this safety action plan. The other part of the plan involves the actions set forth within the matrix outlining the steps to be followed. This is the second and crucial portion of the mix to arrive at Zero traffic related injuries and fatalities.

Each action plan section is centered around a category which corresponds to the Safe System Approach. This is then followed by the identifiers which is the categorical reference line on each row. These series of letters and numbers help us to follow the actions contained within the matrix. The Actions articulate more detailed direction for the steps needed to achieve the strategy. Reading from left to right, the column that follows is labeled Action Leader. This provides an assignment of the entity, office or individual responsible for implementing the Action. The next column is the Supporting Partners which are the individuals, entity or office that will collaborate with the Action Leader to achieve the Action item. Each action has a recommended Timeline for when the action should take place and the last five columns show the type of resource that should be allocated to realize and sustain it. Certain Actions will take more time than others by design, and those that will take the most time are often those that need a higher investment of funding. Each action has its corresponding estimate of time, full time staffing, added study, interlocal agreements or memorandums of understanding or complete policy adoption to be fully realized. These are indicated on each corresponding row with an icon.

TIME-FRAME

Each Action includes a time-frame: Short-term (2 years), Mid-term (5 years), and Long-term (10 years), which to guide prioritization, coordination, and early initiation of longer efforts.

SHORT	MID	LONG

FUNDING

Each Action includes an annual cost estimate: $ (<$100k), $$ ($100k–$500k), or $$$ (>$500k), helping budget and plan for implementation and resource allocation effectively.

$	$$	$$$

NEEDS

Implementation needs include staffing, studies, partnerships, and policies, each addressing leadership, technical analysis, interagency collaboration, or legislative support required to implement actions effectively.



	ID	Action	Action Leaders	Supporting Partners	Time-frame	Funding	Staffing	Study	Partnership	Policy
SAFER PEOPLE	A1	Implement a Safety Minute to begin executive staff and City Council meetings to provide awareness about safety in the community among the highest-ranking officials in the community.	City Manager	Police, Public Works	SHORT					
	A2	Develop a program of Safe Streets Ambassadors that have a quarterly presence including Bike Month and Pedestrian Awareness Month activities in coordination with Chamber events including the Market.	Marketing	Public Works, Police, Chamber, MDD	SHORT	$				
	A3	Host trainings for elected officials and City staff on the goals of Safe Streets for All and the roles of road safety principles, transportation, land use, and development in achieving Zero serious injuries and fatalities by 2040.	Marketing	HR, Police, Public Works, PPISD, TxDOT	SHORT	$				
	A4	Hold public Town Hall with Survey to have a discussion about sidewalks along the Safety Priority Network once drainage information is coordinated with desired typical sections and a better understanding of potential ROW needs.	Marketing	Public Works, Development Services, TxDOT, PPISD	SHORT	$				
	A5	Conduct road safety audits along HIN segments and intersections, with a diverse group of staff and stakeholders.	Public Works	TxDOT, PPISD, Police, Marketing	SHORT	$				
	A6	Participate in Regional Safe Routes to School initiatives as key stakeholder with NCTCOG, TxDOT, and other agencies to promote safe habits, specifically to support safe travel of young residents and teenagers.	Marketing	Public Works, MDD, Police, PPISD	MID	$$				

	ID	Action	Action Leaders	Supporting Partners	Time-frame	Funding	Staffing	Study	Partnership	Policy
SHARED RESPONSIBILITY	B1	Enter into formal agreements with communities such Aubrey and Celina for coordinated Police, Fire, and capital investment in locations where there is mutual benefit for residents in our respective communities.	Development Services	Public Works, Police, Fire	SHORT					
	B2	Set up regular quarterly discussions about roadway and traffic with TxDOT and NCTCOG to ensure Pilot Point is on their radar.	City Manager	Public Works, Development Services, TxDOT, NCTCOG	SHORT					
	B3	Consolidate and coordinate public service communications about construction, traffic delays, and intermittent hazards.	Marketing	PPISD, TxDOT, Chamber, Police	SHORT					
	B4	Develop Safe Streets for All messaging content for the public information system, including multilingual messaging for local and international Spanish speakers.	Marketing	Library, PPISD	SHORT					
	B5	Coordinate with TxDOT and regional agencies to secure long-term funding for critical infrastructure projects. Identify state and federal grants that align with mobility priorities and develop a strategy to maximize funding opportunities, and funding for road safety and educational programs.	City Manager	NCTCOG, TxDOT, PPISD, Chamber	MID	$$				
	B6	Study the feasibility of priority improvements in the Master Plan Set, including trail expansions, Tucker Alley connectivity, Walcott Trailhead design, equestrian path integration, off-system road transitions, and future-ready mobility strategies, with coordination and funding for regional implementation.	Public Works	Development Services, MDD, TxDOT	MID	$$				

	ID	Action	Action Leaders	Supporting Partners	Time-frame	Funding	Staffing	Study	Partnership	Policy
COMPLETE INFRASTRUCTURE	C1	Complete drainage study and overlay major infrastructure investments with Safety Priority Network and other Safe Streets Sections to better define implementation of those streets.	Public Works	TxDOT	SHORT	$		☑	🤝	📄
	C2	Identify locations where better illumination is both needed and desired and identify the type and style of lighting that is needed at each location to improve overall roadway illumination and maintain dark skies.	Public Works	Police, Development Services	SHORT	$		☑		📄
	C3	Conduct a feasibility study for railroad grade separation, grade-crossing closures, and a quiet zone that includes consideration for primary traffic flows and emergency access.	Public Works	Fire, Police, Development Services, Union Pacific	SHORT	$		☑	🤝	📄
	C4	Create Downtown pedestrian safety and circulation standards that include crosswalk visibility, sidewalk continuity, and pedestrian priority areas. Identify critical crossings for signal upgrades, curb extensions, and mid-block crossings to improve walkability and tie them into the Downtown CIP.	Public Works	Development Services	SHORT	$				
	C5	Implement the Active Transportation and trail actions in the Master Plan Set in a way that prioritizes safety and connectivity providing safe routes for vulnerable road users that are walking, rolling, cycling, or riding.	Public Works	Development Services	MID	$$				
	C6	Implement a GIS-based asset management system to track annual evaluations of pavement using a Pavement Conditions Index (PCI), as well as bridge integrity and right-of-way obstructions. Proactively schedule maintenance, track project lifecycles, and coordinate infrastructure improvements with future land use planning.	Public Works	Development Services, TxDOT	MID	$$$	☝	☑		📄

	ID	Action	Action Leaders	Supporting Partners	Time-frame	Funding	Staffing	Study	Partnership	Policy
SAFER ROADS	D1	Develop comprehensive roadway and utility design standards including a warranting process for implementing various speed and traffic management enhancements.	Public Works	Development Services, Police, Fire	SHORT	$				✓
	D2	Evaluate "Line of Sight" deficiencies across the city and determine measures to help improve safety at these locations and establish line of sight standards city-wide.	Development Services	Police, Fire, Public Works	SHORT	$				✓
	D3	Develop Downtown-specific cross sections for each roadway. Since Downtown streets are unique in right-of-way width, function, and context, each roadway must be treated with a custom approach.	Public Works	Development Services	SHORT	$$		✓	✓	
	D4	Work with TxDOT and Pilot Point ISD on a Feasibility Study and conceptual design for Liberty Street including realignment, drainage, multimodal improvements and lighting and develop an implementation plan including formal agreements.	Development Services	Public Works, TxDOT, PPISD	MID	$$		✓	✓	
	D5	Work with TxDOT on safety and capacity improvements including speed management and enhanced visibility on US 377, including current and future TxDOT efforts.	Public Works	Development Services, TxDOT	MID	$$$			✓	
	D6	Work with TxDOT to try to get the pathways along the future US 377 upgraded from five feet wide to 10 feet wide and to install irrigated trees along them. Also explore pedestrian-scaled lighting and security callboxes.	Public Works	Development Services, TxDOT	MID	$$$			✓	

	ID	Action	Action Leaders	Supporting Partners	Time-frame	Funding	Staffing	Study	Partnership	Policy
PROACTIVE PLANNING	E1	Adopt a Complete Streets policy along with multimodal design guidance, such as NACTO guidelines, and context-sensitive speed management or traffic calming tools to ensure safe, comfortable, and convenient multimodal designs in all projects at the city and regional level.	Development Services	Public Works	SHORT	$				
	E2	Implement temporary striping in Central Plaza to improve safety and circulation before full implementation of the plan for the park.	Public Works	Development Services	SHORT	$$				
	E3	Work with TxDOT on improved traffic control safety during construction projects in City and ETJ, particular on dark, remote rural roadways.	Police	Public Works, TxDOT	SHORT	$$				
	E4	Require sidepaths or separated bike lanes along new arterial and collector roadways to enhance multimodal transportation options. City staff should revise roadway cross-section templates in the Engineering Design Standards to ensure these features are integrated into all new road expansions.	Development Services	Public Works	MID	$$				
	E5	Work with TxDOT on US 377, FM 455, FM 2931, and other TxDOT roadways to secure landscape, lighting, and safety improvements that enhance multimodal accessibility. City staff should advocate for sidepaths, safe crossings, and intersection upgrades in all future TxDOT projects by actively	City Manager	Public Works, Development Services, TxDOT	MID	$$$				
	E6	Establish a Future Thoroughfare Development Program that defines the overall alignment and desired section for major thoroughfares and support implementation with proactive utility, realignment and safety activities where appropriate.	Development Services	Public Works, Police, Fire, TxDOT	MID	$$$				

	ID	Action	Action Leaders	Supporting Partners	Time-frame	Funding	Staffing	Study	Partnership	Policy
MONITOR PROGRESS	F1	Publish annual Vision Zero report and website that tracks trends with the most up-to-date crash data, highlights key projects, provides information on education campaigns, and insight into funding sources.	Marketing	Public Works, Development Services, Police, Fire	SHORT	$				
	F2	Monitor and evaluate campaign penetration and public familiarity with Vision Zero messages.	Marketing	Library, PPISD	SHORT	$				
	F3	Evaluate first responder and trauma care responses to monitor ongoing improvements in response times and outcomes.	Fire	Police	SHORT	$				
	F4	Evaluate all TxDOT projects for consistency with Vision Zero and multimodal travel, ensuring that every project accommodates active modes and helps manage speeds.	Public Works	Police, TxDOT	SHORT	$				
	F5	Implement and measure the effectiveness of Safety Awareness programs in Schools or through the Library to monitor trends in student and resident awareness of travel safety and driver inattention.	Library	PPISD, Marketing	SHORT	$				
	F6	Improve speed enforcement and traffic management using technology, dynamic signage, and additional personnel. Incorporate real-time data gathering capabilities on traffic counts and flow using technology such as cameras and license plate readers (LPRs).	Police	Public Works	MID	$$				


Welcome to
PILOT POINT
TEXAS
EST. 1854

STAKEHOLDER AND COMMUNITY ENGAGEMENT

Pilot Point's transportation system has served as a significant point for generations of travelers traversing the United States for over 170 years of modern recorded history. The community continues to evolve and thrive, and the transportation network serves a critical, growing population today. Aided by federal grant funds, City administrators embarked on an effort to fulfill policy makers expressed goals to improve connectivity and sidewalk gaps across the area. This was made formal through the City's participation in the Safe Streets and Roads for All (SS4A) Grant program offered by the U.S. DOT and the development of a Safety Action Plan.

S|S
4|A Safe Streets and Roads For All

The effort to make safer streets for all in Pilot Point provided an opportunity for the residents of the area to share in a discussion relevant to everyone despite the way that they use local roadways. The reality is that any one user can take ownership of this action plan because the transportation system is for everyone, walkers, cyclists, scooters, skaters, rollers, riders (horse or lawn mower), motorists and the traveling public.

The effort to collect public feedback included a transportation safety survey for adults online and on paper, and a coloring survey for a younger audience.



The safety action plan was composed with thoughtful consideration from key stakeholders and members of the public. There was various communication methods used to plug the transportation safety message into the conduits of community discussion and participants, to attain much needed opinions about current challenges and outcomes that the Safety action plan can embody. Beyond public opinion, key stakeholders took part in the development of the Safety Action Plan:

- Pilot Point Independent School District
- Denton County Planning Department
- TxDOT Dallas- Denton Area

City staff set up a regular cadence of meetings with broad community stakeholders through the Safety Action Plan Advisory Committee (SAPAC) and participating departments were from the:

- City Manager's office
- Development Services
- Economic Development
- Planning
- Street Superintendent
- Police
- Fire
- Public Work

To expand their knowledge of the regional approach to Bicycle & Pedestrian mobility and Safe Routes to Schools, the SAPAC held a special information session with the North Central Texas Council of Governments (NCTCOG), Land Use and Mobility Options Program Manager, Shawn Conrad. This meeting led to added resources for the community around promoting pedestrian safety, especially with school-aged road users.



Members of the SAPAC participate in an information exchange with NCTCOG officials during the development of the CSAP.

At the onset of the discussion around safe streets, first to express their ideas, were City of Pilot Point staff and then the conversation expanded from there. Next up was the School District, PPISD Superintendent Dr. Shannon Fuller and her team had a chance to articulate their challenges and expressed needs around operational realities that occur with every day school pick up, drop off and busing. Street width and intersections of concern when families and school buses are coming into and out of campuses, and then the conversation transitioned to special event days around sports facilities.

As the SAPAC and City staff continued to work in the background, the Pilot Point City Council took its first formal action in late June 2025 and adopted Resolution 2025-09-659 committing the City to a Vision Zero goal, pledging to eliminate serious injuries and traffic deaths within the City of Pilot Point by 2040.



An article in the Post-Signal newspaper features the presentation made at the Pilot Point City Council meeting just prior to the adoption of the Vision Zero Safety Pledge in June 26, 2025.

Alongside and complementing the Vision Zero Safety Pledge adopted by the City Council, City staff aided by the Project team launched a bilingual transportation survey; it was made available digitally on the www.PlanPilotPoint.com and City of Pilot Point websites. For digital users links were made available in email messaging and via a QR code at local events, signage placed throughout various city facilities and local businesses. The survey received regular reminders through the Post-Signal Around Town feature section and locally on the City of Pilot Point and Pilot Point Main Street social media accounts. Printed copies of the survey were also made available during local events.

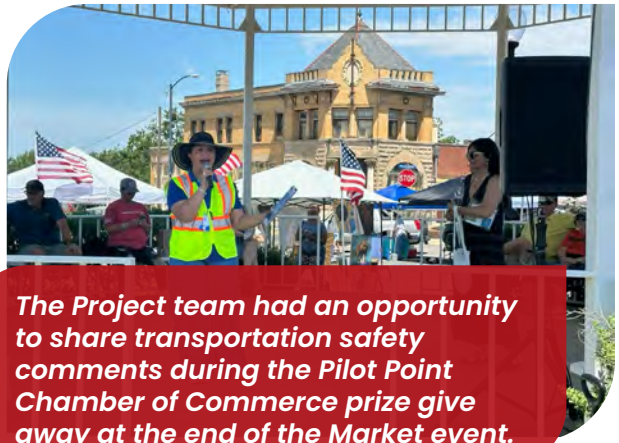


Outreach stations were set up on June 28th, 2025 during the Pilot Point Market with a simultaneous Listening Session happening inside City Hall Council Chambers.

The Listening Session was an open house-style information sharing and collection effort with printed and online surveys, a stick-a-dot survey board, a kid's coloring station, snacks and refreshments. To coincide with on-going market activities the inside set up featured the Safety Sip, a watermelon infused, refreshing water drink and this was tied into the Pilot Point Chamber of Commerce's Sip and Stroll Art Walk activity that morning. Between the two stations, the project team was able to talk to close to 100 attendees, with 51 signing in and 40 surveys collected that day.

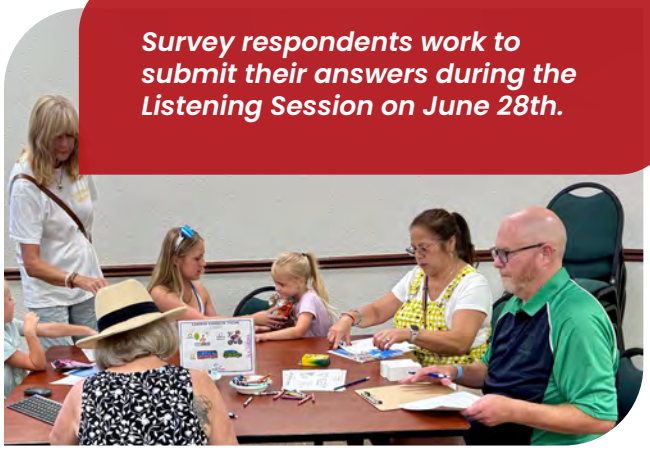


Survey takers at the market side outreach table on June 28th

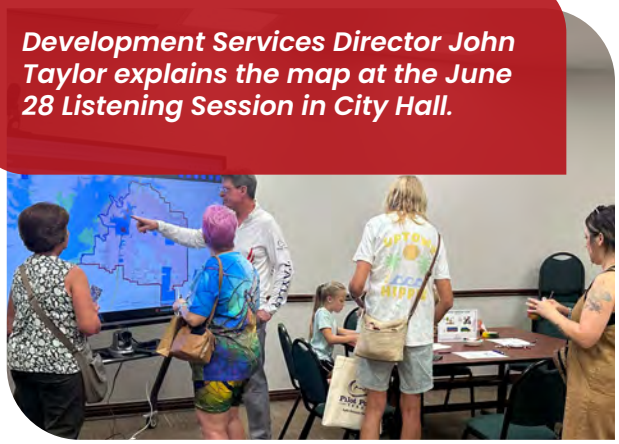


The Project team had an opportunity to share transportation safety comments during the Pilot Point Chamber of Commerce prize give away at the end of the Market event.

Survey respondents work to submit their answers during the Listening Session on June 28th.



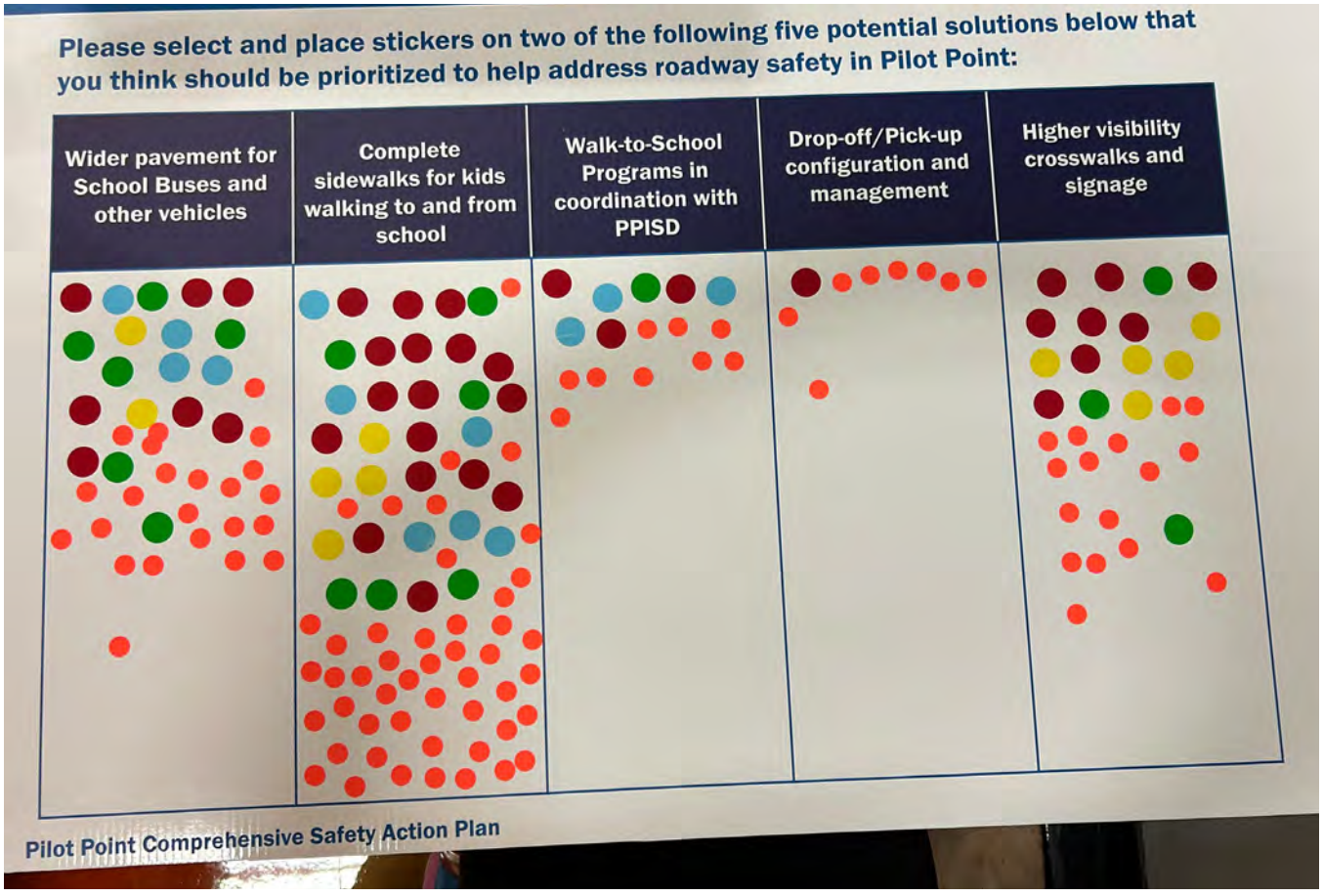
Development Services Director John Taylor explains the map at the June 28 Listening Session in City Hall.



Visitors could come and go at both locations and it provided the project team an opportunity to explain the grant funded research and goal of the CSAP. The survey culminated with another outreach opportunity during the Back to School Bash hosted at the Middle School and spearheaded by Police Chief Mathews. This afforded the project team additional one-on-one time with families and specifically Spanish speakers. An estimated 500 attendees visited the table, the team received stick-a-dot feedback and collected 41 surveys, 11 of which were in Spanish.

Project priority opinions were collected at all in person events through an interactive process specific for the question "What does safe routes to schools mean to you?" and respondents arrived at one main priority based on the votes cast by dot for the answer:

TOP RESULT:
"COMPLETE SIDEWALKS FOR KIDS WALKING TO AND FROM SCHOOL."



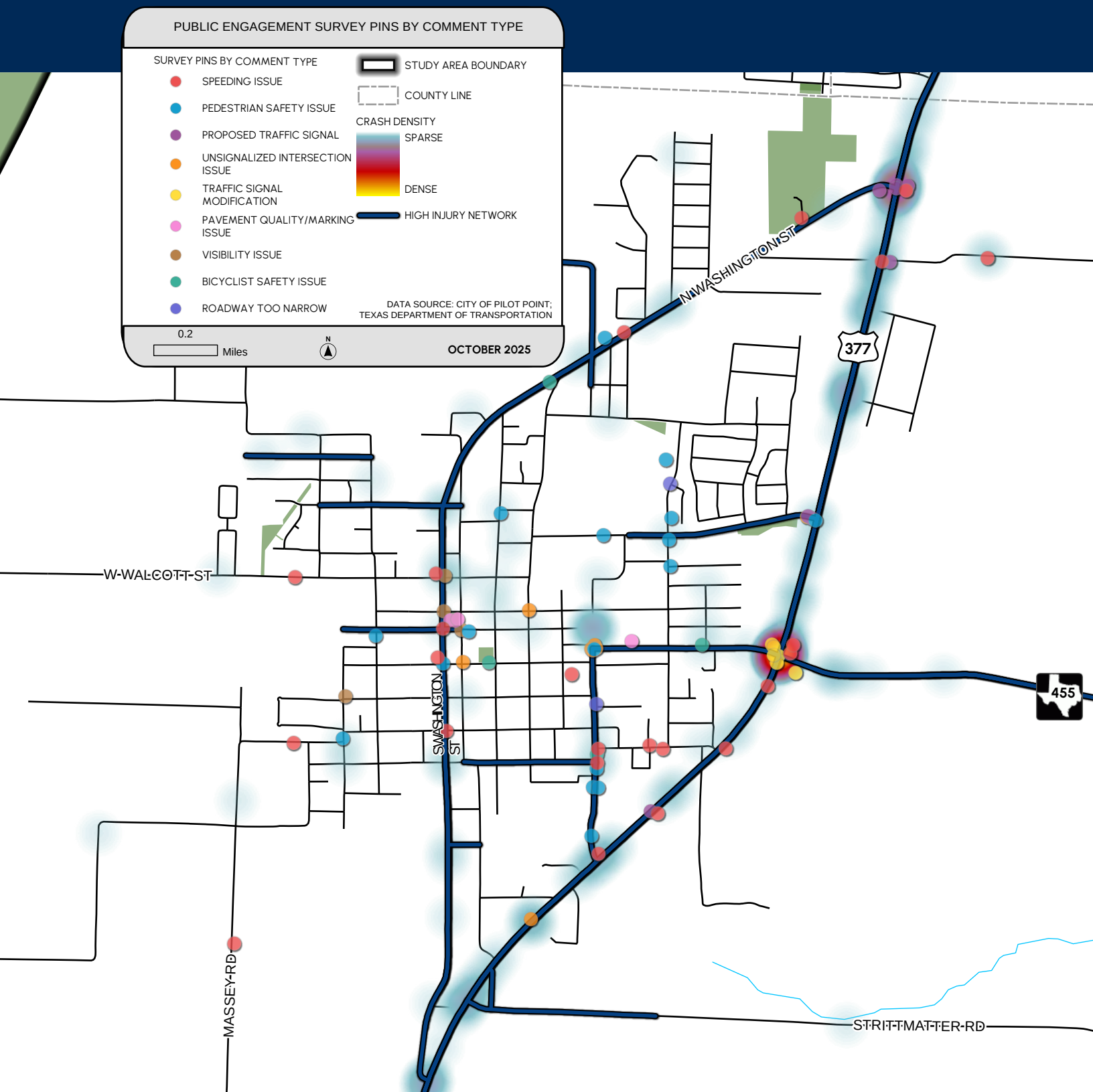
Even more community opinions came through the survey, highlights include:

149 responses (11 Spanish)
78% of respondents live in Pilot Point
Respondents agreed on two traffic safety priorities related to sidewalks:

- limited or unsafe walking routes for children
- missing or poorly maintained sidewalks

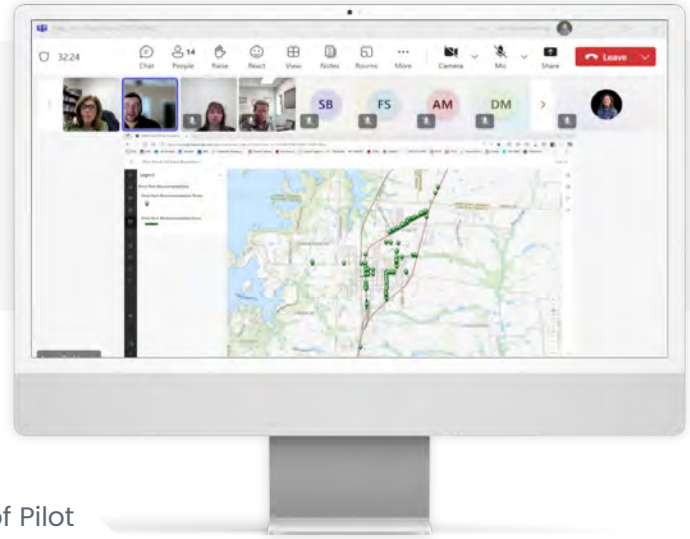
101 pins from respondents indicated issues throughout the city:

- speeding
- pedestrian safety
- proposing traffic signals
- pavement quality and marking
- visibility



As the timeline progressed, the SAPAC continued to work, carefully taking in the results of data findings from the project team. They listened intently to the research results including the mapped roadway network, bicycle and pedestrian paths, sidewalk and street width inventory, crosswalk inventory, intersection location, lighting inventory, land uses, crash trends (behaviors, severity and mode), high injury and fatal crash statistics, racial equity impact and socioeconomic information.

The group review potential capital improvement projects during the final SAPAC meeting in early September.



Once a draft of Capital projects was ready, City of Pilot Point continued to review them and discuss the funding possibilities, aside from the SS4A implementation plan, which included the issuance of bonds. Other items that came into the discussion were areas that merited further study and planning. These recommendations include:

- **Regional stakeholder to Safe Routes to Schools** - NCTCOG studies
- **Trails Feasibility Study**
- **Drainage Study Completion** with infrastructure overlay
- **Illumination / Lighting study**
- **Railroad Grade Separation Study** - include grade-crossing closures and quiet zones
- **Feasibility study of GIS-based Asset Management System**
- **Downtown Cross Section study**
- **Liberty Realignment Feasibility Study**
- **Future Thoroughfare Plan**



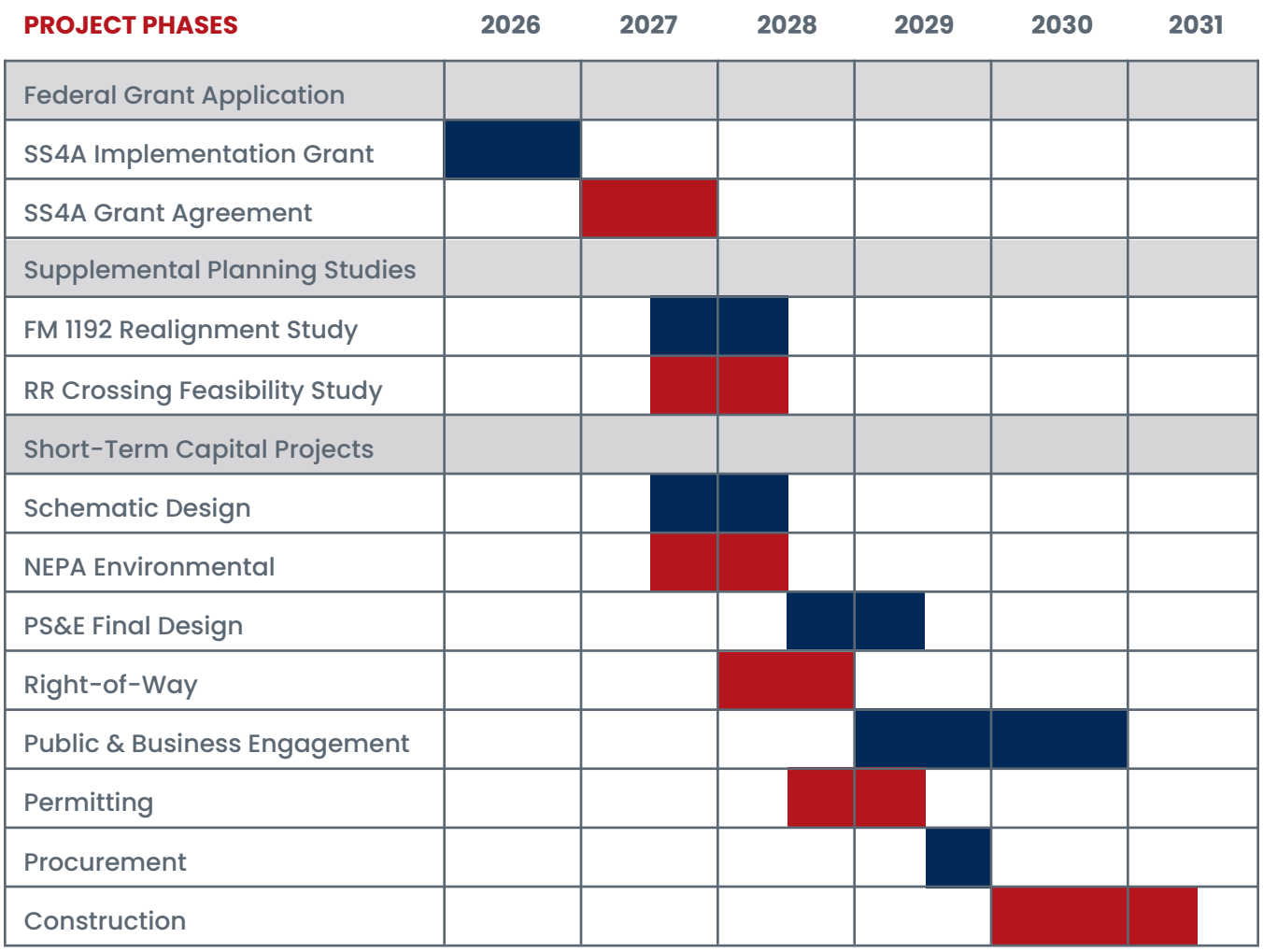
PLAN IMPLEMENTATION



GENERAL APPROACH AND SCHEDULE

Implementation of the Comprehensive Safety Action Plan begins with funding. The Short-Term Improvement recommendations in this plan are intended to be the subject of a 2026 federal Safe Streets and Roads for All (SS4A) Implementation Grant for a total amount of just over $6.6 million, which will include a required 20% local match of just over $1.3 million as part of that total amount. The local match is expected to be included as part of the CIP and funded through a bond. Pilot Point has been actively evaluating this approach and strategizing as this plan and other complete infrastructure projects have been developed concurrently.

The following timeline shows the approximate project schedule for the SS4A federal grant application, additional studies, and delivery of short-term capital projects. Please note, the schedule is general, and some activities are much smaller in scale; thus, they could be delivered well within the five-year period following execution of the federal grant agreement. The start and end years may also shift depending upon when the agreement is executed, which would commence the required five-year implementation period.



NOTE: YEARS ARE APPROXIMATE DEPENDING UPON WHEN THE SS4A GRANT AGREEMENT IS EXECUTED.

SS4A GRANT COMPONENTS

This Pilot Point Comprehensive Safety Action Plan meets the requirements for the City to apply for the Safe Streets and Roads for All (SS4A) implementation grant. This funding approach will pay for the design, development, and implementation of capital projects recommended in the Safety Action Plan, such as new sidewalks, enhanced crosswalks, and flashing signage. The recommendations in this Safety Action Plan include concrete actions to be executed by various City staff in coordination with each other and outside agencies such as Pilot Point ISD, TxDOT, and Denton County. Some of these actions require additional study.

Once an SS4A implementation grant is awarded, Pilot Point is ready to begin Design and Environmental activities on each of the Short-Term capital improvements, and these will include robust stakeholder coordination with residents and property owners potentially impacted by construction and implementation of enhancements. General public engagement will also be part of the process to ensure that the traveling public and businesses have a chance to provide their input on specific enhancements. The short-term improvements in Pilot Point will deliver $5.9 million in safety enhancements across 10 key roadways, focusing on visible upgrades like high-visibility crosswalks, lighting, signage, medians, and shared-use paths. These actions improve driver attention, reduce crashes, enhance connectivity, and create safer, more walkable routes, especially around schools and neighborhood corridors.

In addition to capital improvements, an FM 1192 Realignment Study will be conducted as part of the grant-funded efforts to establish the City's approach on taking FM 1192 back from TxDOT and how various segments of that right of way can be incorporated into the overall capital improvement plan. A Railroad Crossing Feasibility Study will also be conducted through the grant in order to identify feasible options for a grade-separated railroad crossing to enhance reliability for emergency response on both sides of the railroad when the train is parked on the tracks through Pilot Point.

IT IS RECOMMENDED THAT CITY OF PILOT POINT SEEK $6.6 MILLION IN SS4A FUNDING TO DELIVER THE SHORT-TERM CAPITAL IMPROVEMENTS, FM 1192 REALIGNMENT STUDY, AND RAILROAD CROSSING FEASIBILITY STUDY.

SS4A SAFETY IMPACT

The CSAP aims to deliver positive safety impacts by implementing crash-reducing improvements for the project corridors prioritized in the Capital Plan. The goal of the recommended short-term improvements is to have them pay for themselves in the form of crash reductions and associated cost savings. Based on the identified countermeasures in the capital plan, the number and severity of documented crashes between 2020 and 2024, and the cost associated with each crash, the total five-year savings from implementing all recommended improvements totals $5,444,759, which is higher than the proposed federal investment. This does not take into account the numerous other benefits that will be realized by improving the transportation network in Pilot Point, such as better access for pedestrians, and a more safe and active, interconnected community.

SS4A IMPLEMENTATION COSTS

This application seeks to fund $5,908,220 for Short-Term improvement projects outlined in this Safety Action Plan through the SS4A Implementation Grant program along with $750,000 in Supplemental Planning Activities to advance the plan's capital projects and systemic safety improvements, focusing on high-injury corridors and equity focus areas in Pilot Point. The total funding amount is $6,658,220, with an 80/20 split comprising $5,326,576 in federal SS4A funds and $1,331,644 in local non-federal matching doll ars. The proposed projects include several interventions to enhance street safety.

Recommendations are data-driven and primarily identified for historically high-crash locations in an effort to deliver significant reductions in fatalities and serious injuries for every dollar invested. Costs for these capital projects are based on TxDOT bid averages as of fall 2025. Construction, engineering, and contingency are included in these costs, as well as escalation out to the year of construction. Table 4 shows the requested federal amount and non-federal match by activity category and in total.

The Category A supplemental action plan activities include the FM 1192 Realignment Study and Railroad Crossing Feasibility Study for further study on potential longer term investments for Pilot Point's CIP, totaling $750,000.

The Category B planning and design activities include design and environmental for the key corridors and school zone enhancements outlined in the plan, ensuring they are integrated as a cohesive network, totaling $1,345,630.

The Category C construction activities cover the physical construction costs of implementing all recommended improvements, totaling $4,562,590.

Table 4 – Proposed SS4A Implementation Grant Summary

CATEGORY	SS4A Federal Request (80%)	SS4A Non-Federal Match (20%)	Total SS4A Project Cost
Category A - Supplemental Action Plan Activities	$600,000	$150,000	$750,000
Category B - Planning and Design Activities	$1,076,504	$269,126	$1,345,630
Category C - Construction Activities	$3,650,072	$912,518	$4,562,590
Total Budgets	**$5,326,576**	**$1,331,644**	**$6,658,220**

By leveraging federal funding, local resources, and partnerships, Pilot Point aims to create a safer, more equitable transportation network, fostering a culture of safety. This application builds on the city's commitment to Zero fatalities and serious injuries by 2040, ensuring that no loss of life on roadways through this community are acceptable and that every resident, family member, and friend can travel safely. The plan prioritizes multimodal facilities, speed management, and infrastructure improvements near schools and community areas, addressing the needs of vulnerable populations.

SETTING BENCHMARKS FOR SUCCESS

Measuring progress towards Vision Zero is essential for a data-driven approach to road safety in Pilot Point. Monitoring and reporting promote transparency, support accountability, and provide insight into effective strategies. Evaluating trends can help determine successful actions and projects that should be continued, and those that are not working and should be modified or abandoned.

Vision Zero and road safety initiatives take consistency over time. Monitoring should include both the outcomes, change in traffic crashes, especially those resulting in fatal and serious injuries, as well as outputs, the number and percentage of projects built, especially along the High Injury Network (HIN), or other program results.

The following metrics will be tracked annually to gauge progress towards Vision Zero:

- Number of traffic fatalities and serious injuries within Pilot Point, in total and by mode.
- Number of crashes on and off the High Injury Network (HIN).
- Number of crashes occurring on roadways adjacent to schools and parks.
- Percentage of roadways on the High Injury Network with new street safety improvements.
- Number of safety or street reconstruction projects with multimodal facilities, especially along the HIN.
- Number of safety projects on roadways adjacent to communities with high levels of equity concerns.
- Miles of sidewalk and shared-use paths constructed and maintained along the HIN or priority roadways.
- Average travel speeds within Pilot Point by roadway functional classification and median speeds on the High Injury Network or priority roadways.
- Number of people reached through road safety outreach, education campaigns, and Vision Zero engagement activities.
- Number of agencies and representatives participating in Vision Zero working groups.

ACKNOWLEDGMENTS

The development of the comprehensive Safety Action Plan involved a variety of entities and members of the community aside from the funding partners including the City of Pilot Point and the U.S. Department of Transportation Safe Streets and Roads for all grant program. An important component of this Safety Action Plan is the public input that was received over the course of the project. The City would like to thank our residents that took the time to hear the information from the study and provide their feedback through 147 bilingual surveys and informal conversations with the project team at the June Pilot Point Market and the August Back to School Bash at Pilot Point Middle School.

The City would like to acknowledge the following partners:

- Pilot Point Independent School District (PPISD)
- Pilot Point Main Street
- Pilot Point Chamber of Commerce
- County of Denton
- Texas Department of Transportation Dallas District
- North Central Texas Council of Governments

These entities took time to present information and resources, met with the team, assisted with survey taking and supported the City's efforts to promote transportation safety. The Safety Action Plan Advisory Committee (SAPAC) included regular participation by several members of City staff along with representatives from TxDOT, Denton County, and PPISD that showed up and provided critical information to improve travel safety in the Pilot Point community.

In addition to these partners the plan's components, data analysis and digital assets were developed by the project team at LJA.

Thank you!



Our Vision Zero policy aims to eliminate fatalities and serious injuries that are a result of crashes on city streets within the City of Pilot Point by 2040.