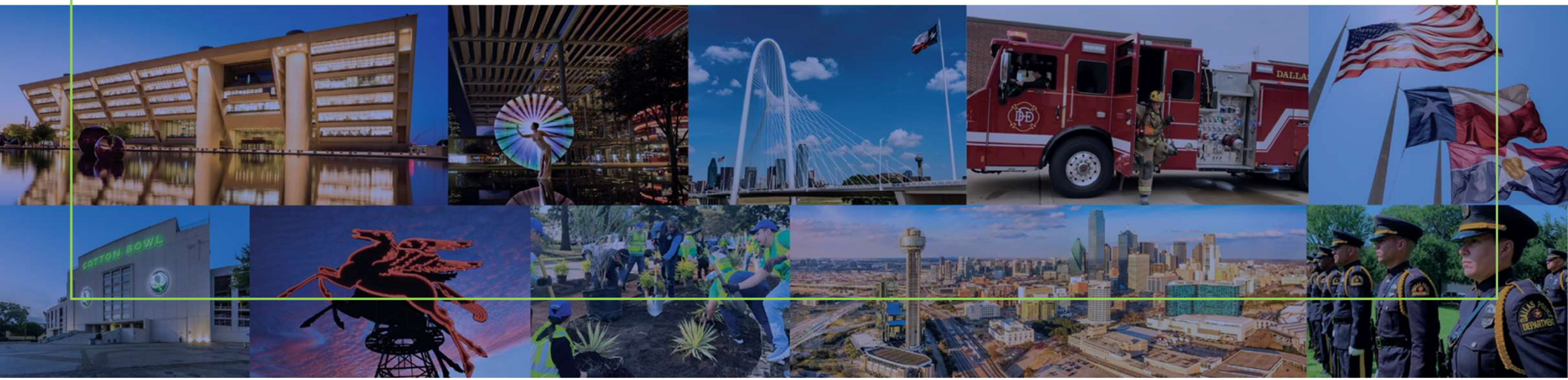
City of Dallas | SERVICE FIRST, NOW!

City of Dallas Department of Transportation and Public Works

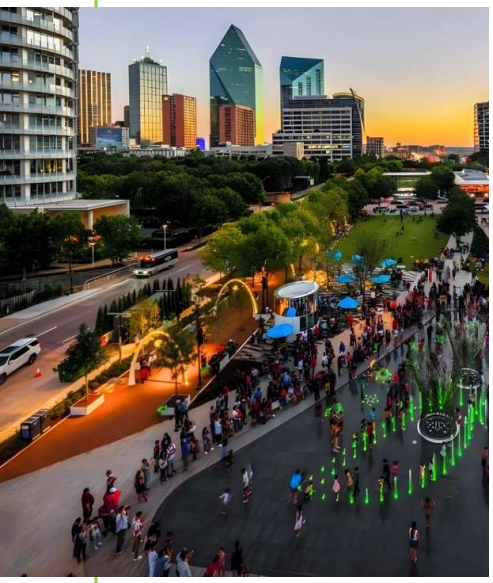
Jupiter Corridor Study Garland Rd to I-635

Public Meeting

April 7th, 2026



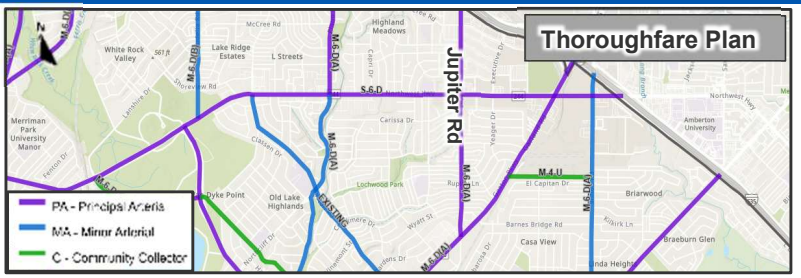
Presentation Overview



- Project Overview
- Existing Conditions
- Proposed Improvements
- Next Steps
- Appendix

Previous Plans and Studies

- **Vision Zero High Injury Network (HIN):** From 2015-2019, Jupiter was shown in the top 15 of streets on the HIN.
- **City of Dallas Thoroughfare Plan:** Jupiter Rd is classified as a principal arterial.
- **Dallas Bike Plan Update:** Not listed on the 2023 Bike Plan as a priority corridor, but connects to several priority bike corridors such as Sinclair Ave, McCree Rd, and Lippitt Ave.



City of Dallas SERVICE FIRST, NOW!

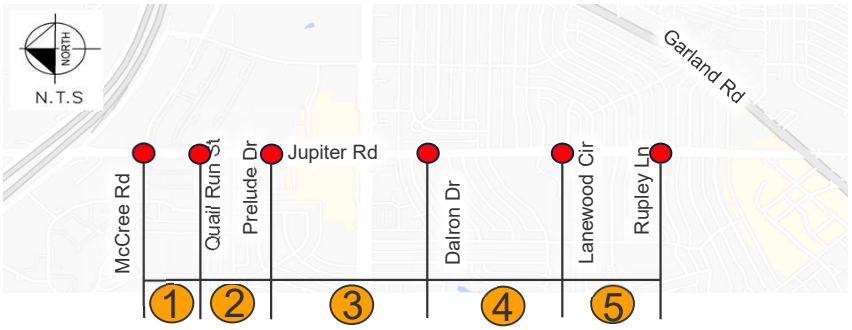
Study Locations & Objectives

- Evaluate Existing Conditions and Vehicular Speeds
- Traffic Operations Analysis
- Evaluate Crash Reports
- Evaluate Access Management
- Pedestrian and Bike Accommodations
- Develop mitigations for safety challenges

Existing Conditions

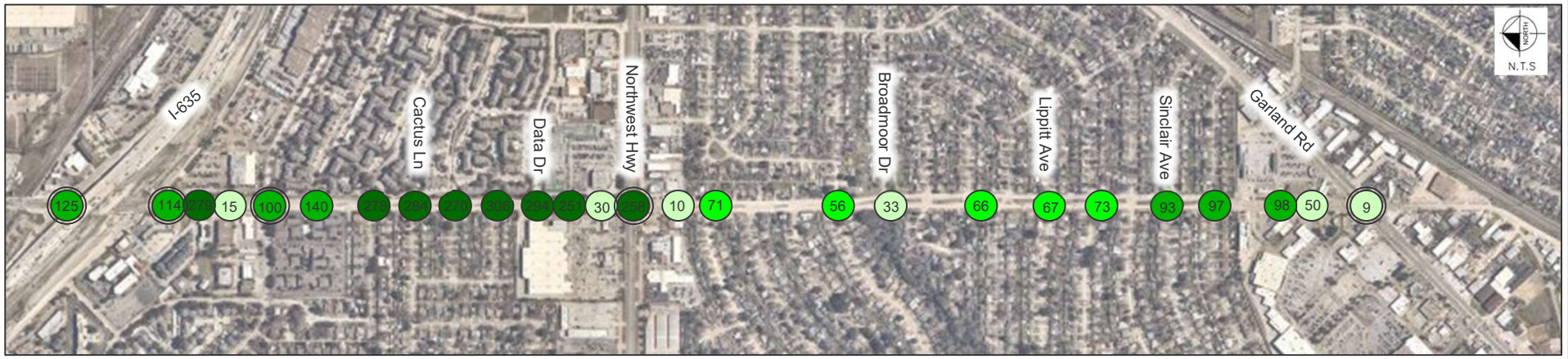
Operating Speeds

- Speed Limit: 35-40 mph
- Typical northbound speeds: 42-46 mph
- Typical southbound speeds: 42-46 mph
- **High** 85th percentile speeds on Jupiter Rd between Quail Run St & Rupley Ln



Roadway Section	Posted Speed Limit (MPH)	85th Percentile Speed (NB) (MPH)	85th Percentile Speed (SB) (MPH)
McCree Rd to Quail Run St	40	39-46	39-46
Quail Run St to Prelude Dr	40	46	46
Prelude Dr to Dalron Dr	35/40	42-46	42-46
Dalron Dr to Lanewood Circle	35	42	42-46
Lanewood Circle to Rupley Ln	35	42-43	45-46

Pedestrian/Cyclist Crossing Volumes



- High existing pedestrian volumes crossing Jupiter Rd, especially between McCree Rd and Northwest Hwy
- Several pedestrian generators in the area, including apartments, retail areas, and schools

UNSIGNALIZED INTERSECTIONS
SIGNALIZED INTERSECTIONS

95% - Pedestrians
5% - Cyclists

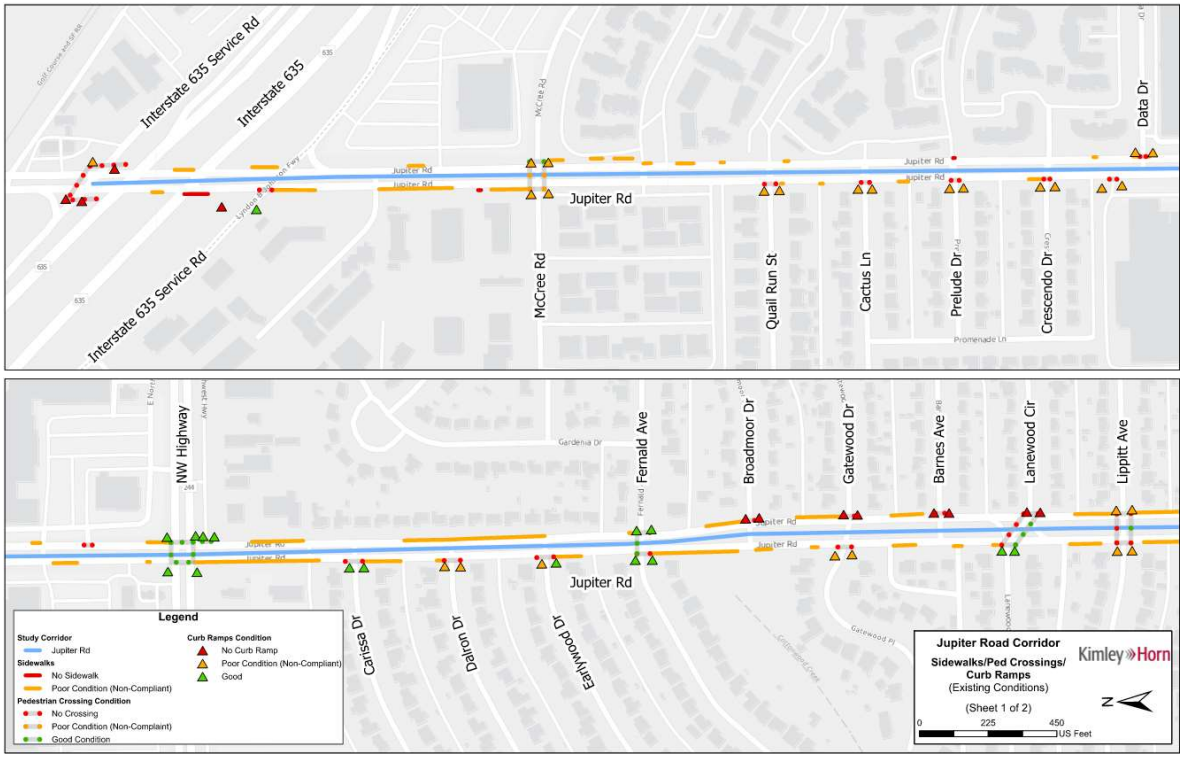
DAILY PEDESTRIAN/CYCLIST COUNT CROSSING JUPITER
0-50
51-90
91-250
251+

City of Dallas
SERVICE FIRST, NOW!

Pedestrian Facility Deficiencies

- Majority of corridor has existing sidewalk, many in poor condition, see yellow sections in the right. Deficiencies include :
  - Uneven Sidewalks
  - Cracking

- Many barrier free ramps are non-existent (shown in red) or non-ADA compliant (shown in yellow)



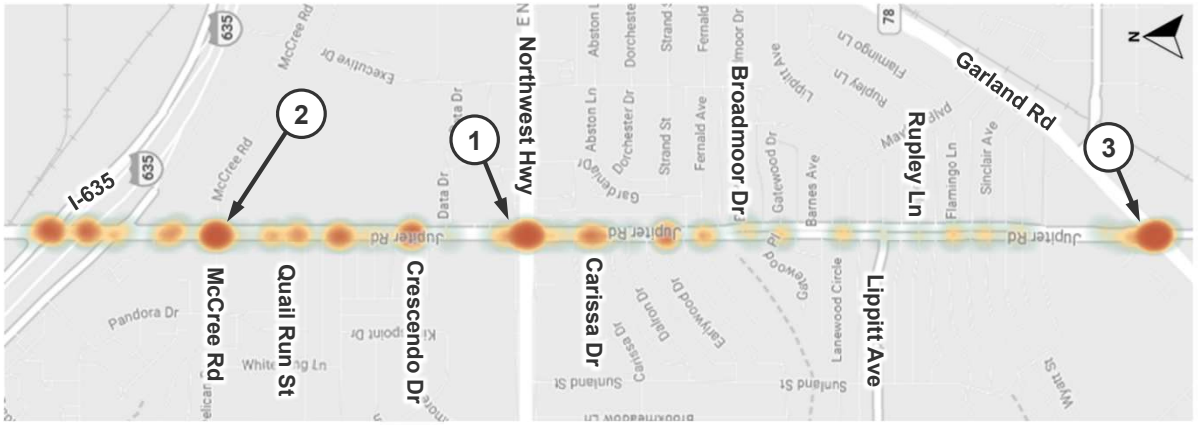
City of Dallas
SERVICE FIRST, NOW!

Lighting Conditions

- Majority of corridor is well lit with lighting poles in good condition
- One area between Fernald Ave & Broadmoor Dr has leaning poles as shown in the proposed improvement section
- Short stretch that appears dark between Carrissa Dr. and Fernald Ave
- Traffic signals poles in good condition throughout the corridor

City of Dallas SERVICE FIRST, NOW!

Crash Summary (2020-2024)



272 Total Crashes

9 Pedestrian & Cyclist Crashes

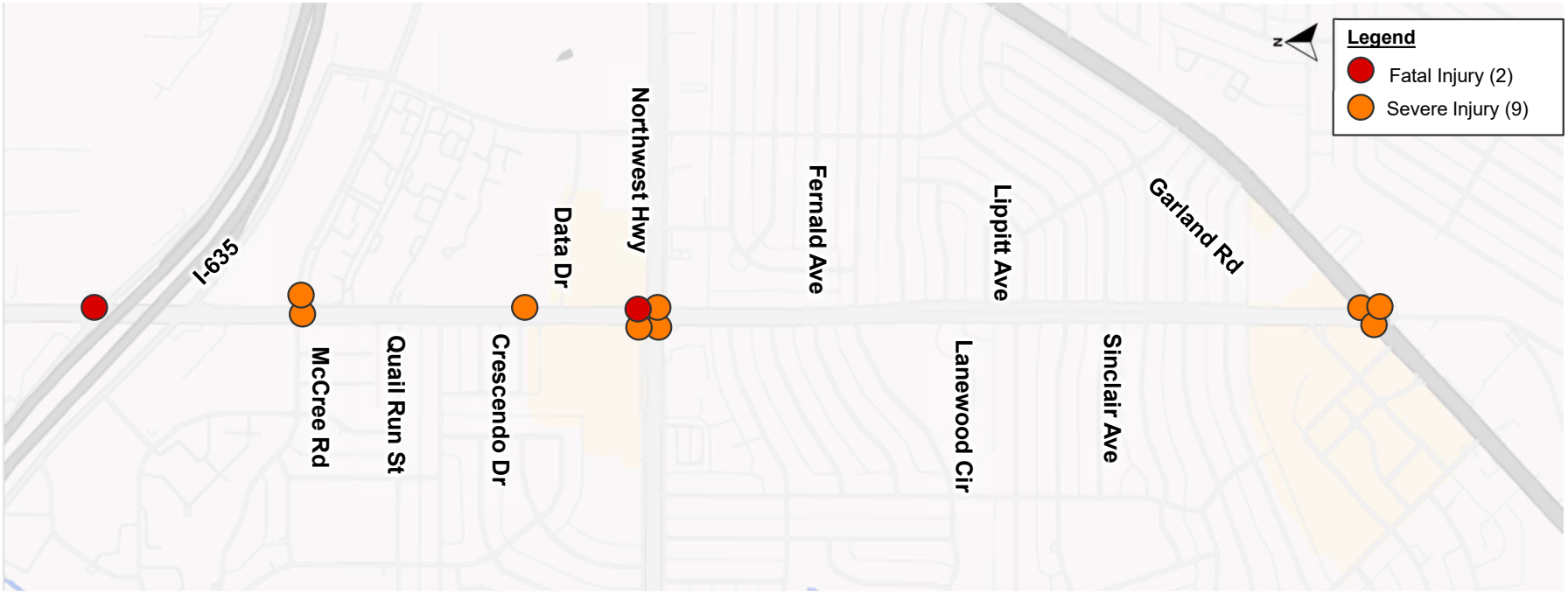
11 Fatal or Serious Injury Crashes

Highest Crash Intersections:

1. **Jupiter Rd & Northwest Hwy**
   - 70 Crashes (1 Fatal, 3 Severe)
2. **Jupiter Rd & McCree Rd**
   - 39 Crashes (2 Severe)
3. **Jupiter Rd & Garland Rd**
   - 38 Crashes (3 Severe)

City of Dallas SERVICE FIRST, NOW!

Fatal and Serious Injury Crashes (2020-2024)

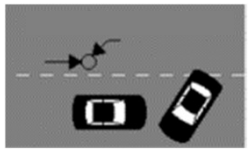


City of Dallas SERVICE FIRST, NOW!

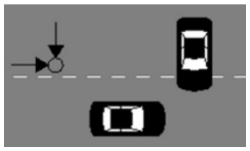
Fatal and Serious Injury Crashes (2020-2024)

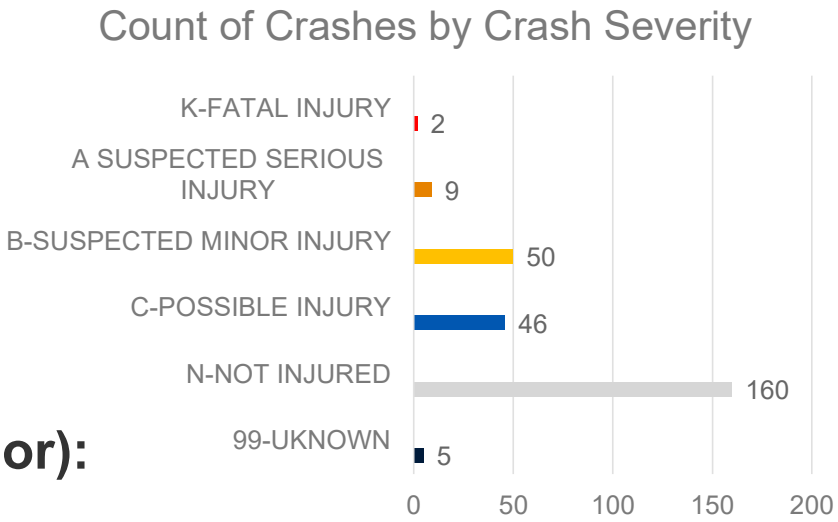
Top 2 Crash Types (Full Corridor):

1. Left Turn- 23%



2. Angle- 21%

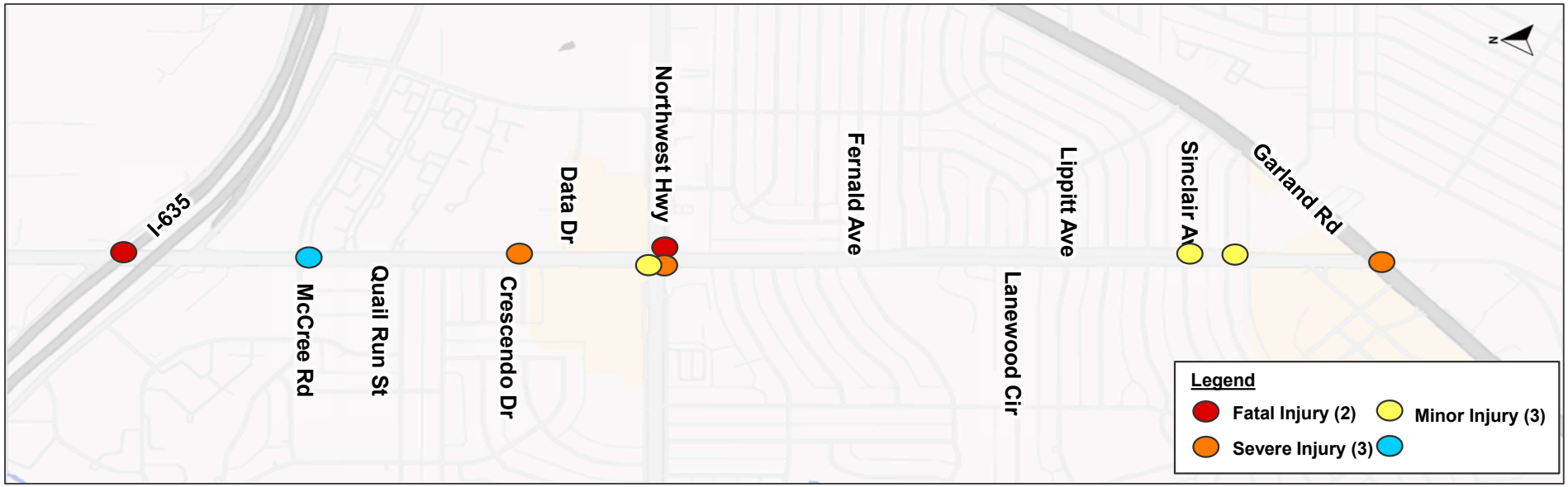




Top 3 Contributing Factors (Full Corridor):

1. Failed to Yield ROW - Turning Left – 17%
2. Disregard Stop and Go Signal – 15%
3. Failed to Control Speed – 13%

Pedestrian/Cyclist Crashes (2020-2024)

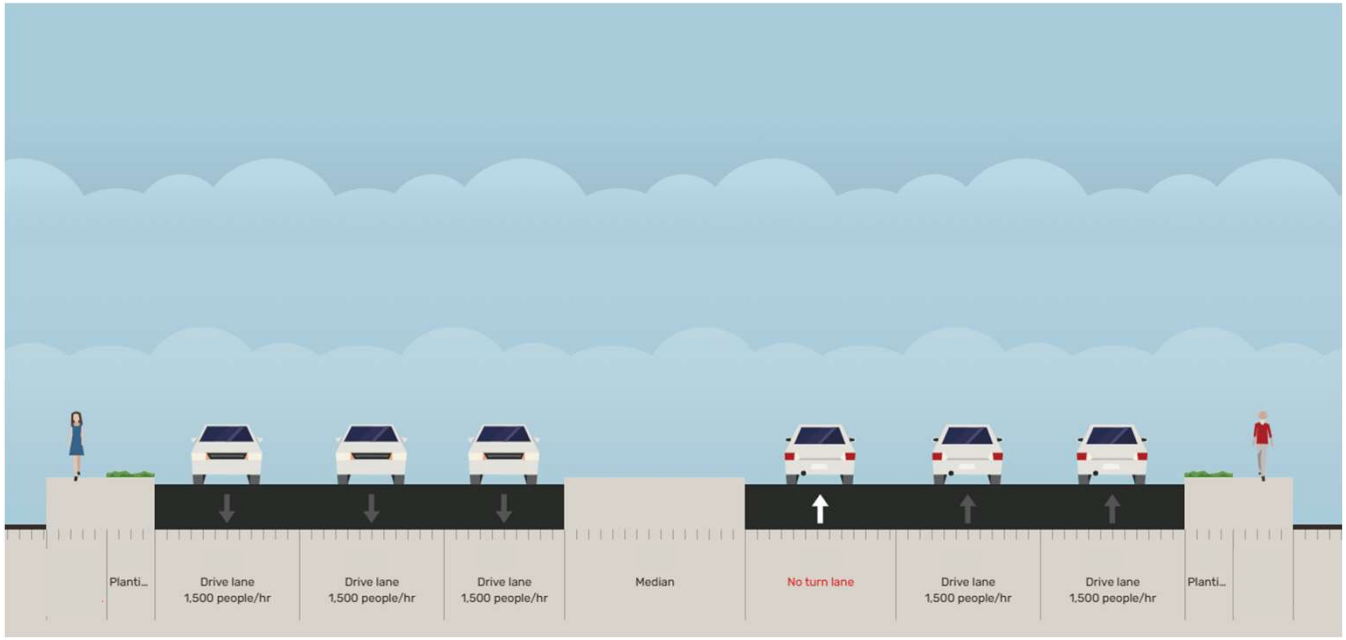


- 9 Pedestrian/Cyclist Crashes
- One fatality near I-635 (2023)
- One fatality at Northwest Hwy (2024)

Jupiter Rd Typical Section

Existing Cross-Section

- 6-lanes divided
- Median width varies from north to south end of the corridor



Summary of Existing Issues/Opportunities

1. Heavy pedestrians/cyclist demand crossing Jupiter Rd adjacent to heavy pedestrian generating areas: Schools, Apartments, Homes, Commercial Areas, etc.
2. Lighting is generally adequate, but has areas that appears dark between Carrissa Dr. and Fernald Ave.
3. From 2020-2024 data, fatal and severe injury crashes mainly occurred at signalized intersections along the corridor .
4. Data is showing that the 85th percentile speed is exceeding the posted speed by an average of 5MPH +/-
5. Left-turn crashes were a prominent factor along the corridor
6. Pedestrian/cyclist crashes along the corridor are prevalent

Proposed Improvements

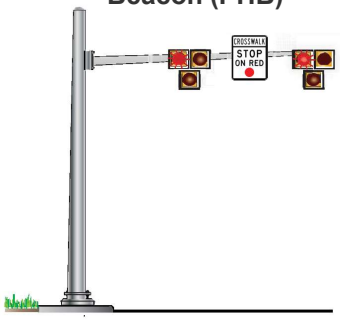
Proposed Improvements for Existing Corridor

1. **Improve Sidewalks and Lighting**
   - Work with property owners to widen/repair deficient sidewalks and fill in sidewalk gaps in compliance with City of Dallas Ordinance Section 43-33 & Section 43-63
   - Address gaps in lighting to illuminate street and sidewalk shown on page 21
2. **Provide Improved Pedestrian/Cyclist Crossings**
   - Install enhanced/signalized pedestrian crossings
   - Install Pedestrian Refuge Islands
3. **Update Traffic Signals Components**
   - Install retroreflective backplates
   - Update aging signal infrastructure

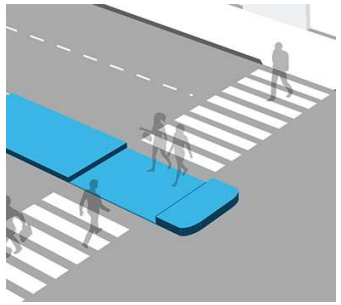
Retroreflective Backplates

Roadway Illumination

Pedestrian Hybrid Beacon (PHB)



Pedestrian Refuge Island



City of Dallas SERVICE FIRST, NOW!

Proposed Improvements for Existing Corridor

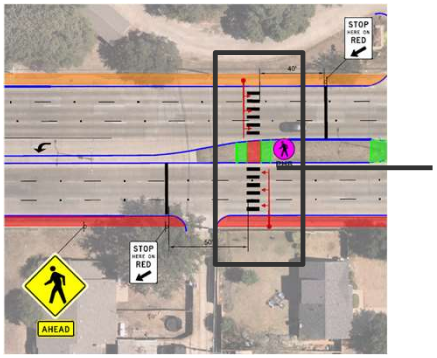
Locations with Proposed Pedestrian Refuge Islands and Enhanced Pedestrian Crossings

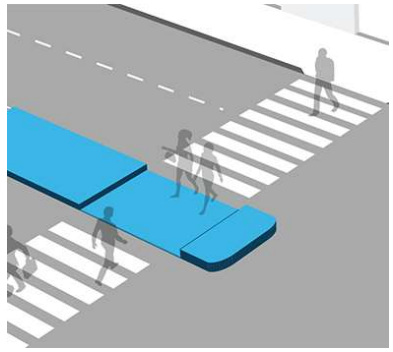
- Between Quail Run St & Cactus Ln
- Between Crescendo Dr & Data Dr
- Between Gaston Pkwy & Garland Rd
- Lippitt Ave

Locations with Traffic Signal Improvements

- Jupiter Rd at Mcree Rd
- Jupiter Rd at Northwest Hwy
- Jupiter Rd at Garland Rd

Pedestrian Refuge Islands

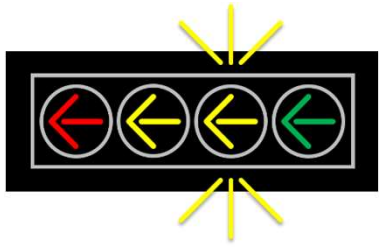




Traffic Signal Improvements

Retroreflective Backplates

APS Push Buttons

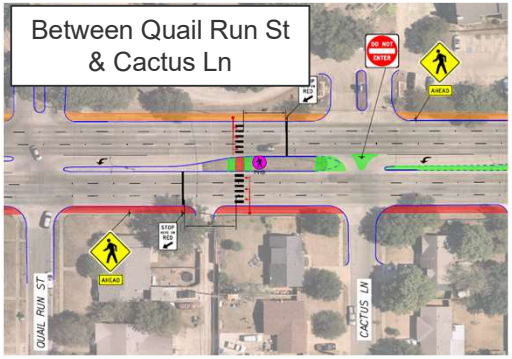


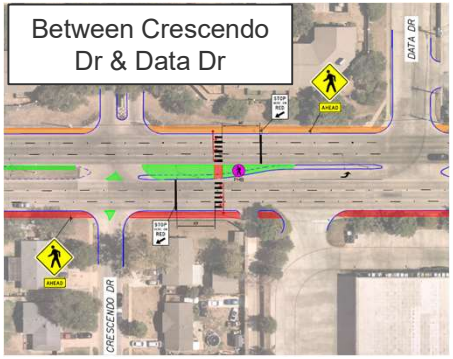
Flashing Yellow Arrow

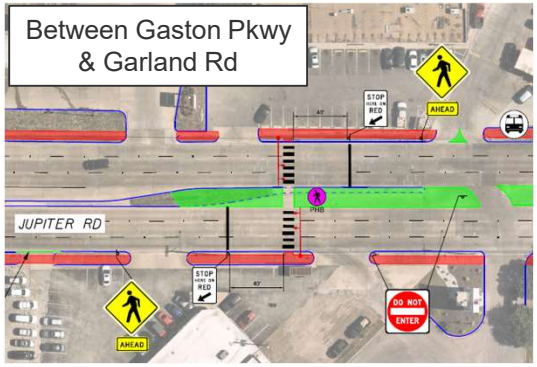
City of Dallas SERVICE FIRST, NOW!

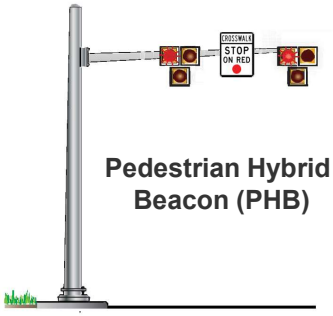
Proposed Enhanced Pedestrian Crossings

Pedestrian Hybrid Beacon (PHB) Locations



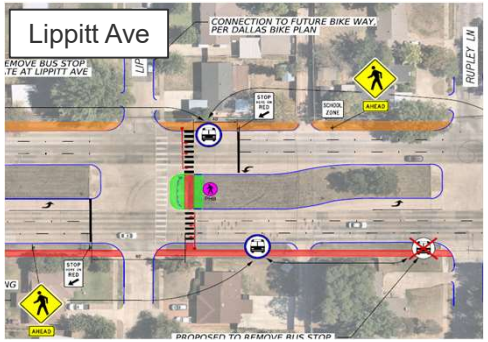




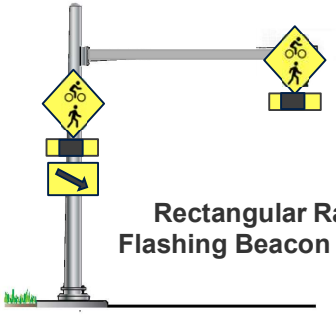


Pedestrian Hybrid Beacon (PHB)

Rectangular Rapid Flashing Beacon (RRFB) Locations



*Upgrade to PHB when the warrant is met

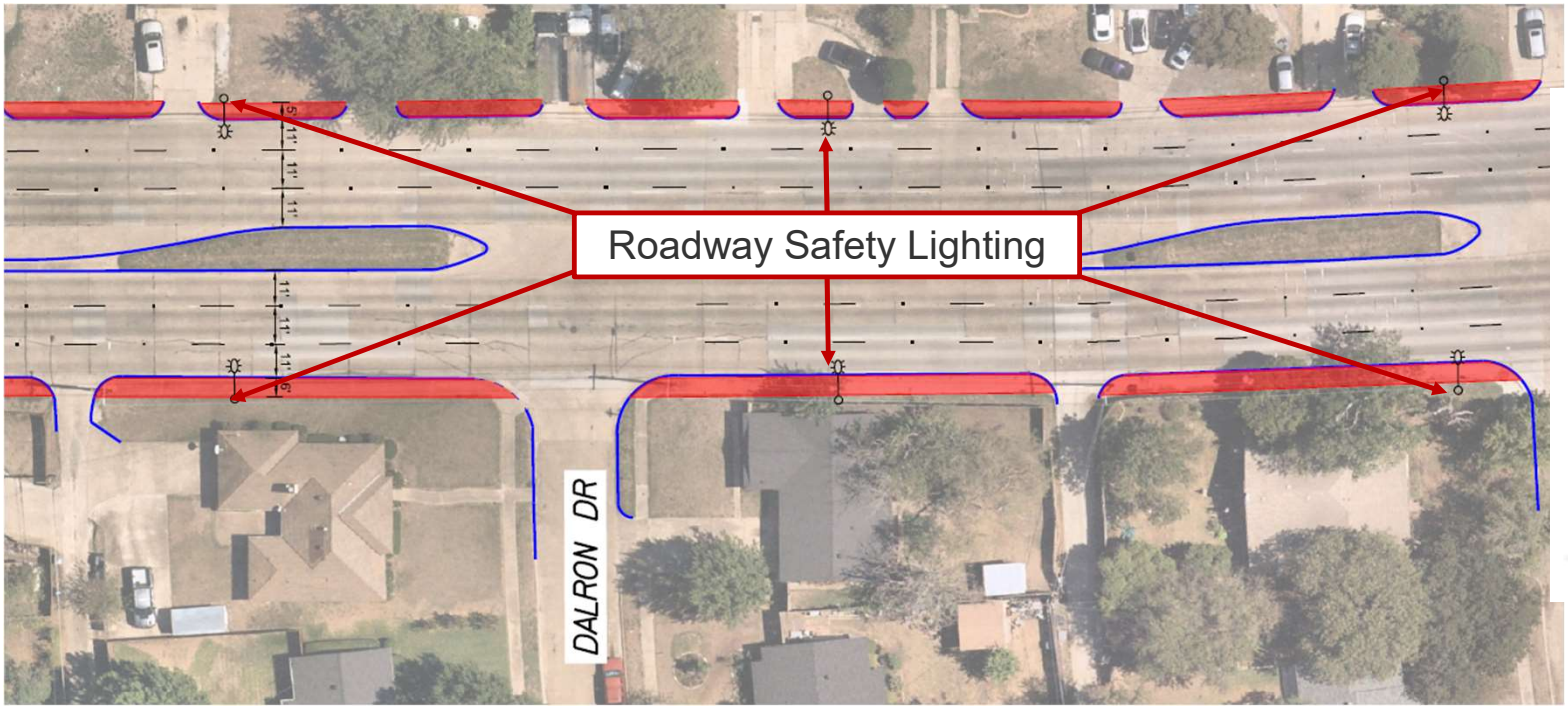


Rectangular Rapid Flashing Beacon (RRFB)

City of Dallas SERVICE FIRST, NOW!

Pedestrian/Bike Volumes and Proposed PHBs/RRFBs

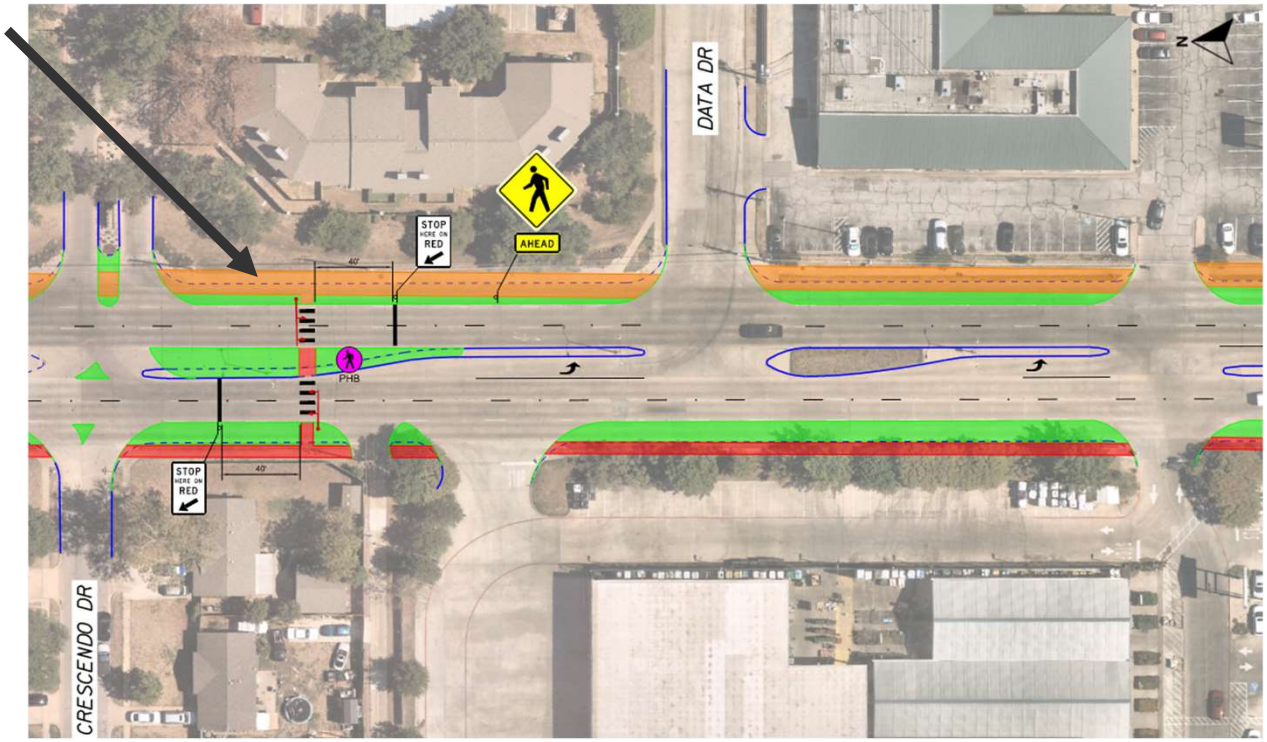
Proposed Roadway Illumination Gap Coverage



City of Dallas SERVICE FIRST, NOW!

Possible Future Improvement

Shared Use Path



City of Dallas SERVICE FIRST, NOW!

Summary of Proposed Improvements

Short Term	Medium Term
• **RRFB crossings** at Lippitt Ave • **Consolidation of existing bus stops** at Lanewood Cir and Rupley Ln to Lippitt Ave subject to approval from DART • Removal of **school zone** at Fernald Ave • Refresh crosswalks and lane **striping** • Install **retroreflective backplate** improvements at signals	• **Install PHBs** at Quail Run St, Crescendo Dr, and White Rock Marketplace • Install **roadway lighting** south of Carissa Dr • Install **sidewalk** improvements along the corridor • Improve aging traffic signal infrastructure

Future Improvements

Long Term
• **Install Shared Use Path**
• Driveway closures and **access management improvements**

*Subject to operational changes

Next Steps

Next Steps

- Program and Implement Short Term Improvements identified in this presentation within the next three years
- Design and construct Medium Term Improvements over the next 5 years
- Long-term option to be deliberated at a later date when funding is allocated by Council

Q&A and Comments

Comments will be accepted through May 5, 2026. Enter your comments using the QR code.

Project Webpage:

https://bit.ly/JupiterRd

Survey URL:

https://forms.cloud.microsoft/g/TMzeDcgaNb

City of Dallas SERVICE FIRST, NOW!