

Chambers County Transit Recommendations Frequently Asked Questions (FAQs)



1. What are the transit recommendations for Chambers County?

Recommendations were developed from citizen comments received during previous rounds of public meetings in 2006-2008 and include:

SHORT- TERM

1. County-wide general public Demand-Response service
2. Commuter shuttle pilot project between eastern Harris and western Chambers counties
3. Implementation of Commute Solutions Program strategies
4. Initiate discussions to develop a Car-Ownership Program similar to the Ways to Work[®] Program (www.waystowork.org)
5. Beyond the short-term project period, Chambers County could consider either joining or creating a rural transit district.

MID-TERM

6. Evaluate the feasibility of potential Park-and-Ride services in the following areas:
 - Westbound towards Baytown, downtown Houston CBD, and the Houston Ship Channel
 - Eastbound towards Beaumont/Port Arthur and industrial corridors
 - North-South connecting Chambers and Liberty Counties along the SH 146 corridor

LONG-TERM

7. A Transit Feasibility Assessment of an Intermodal Transfer Center near IH 10 and SH 146

2. What is Demand-Response Service?

Demand-Response service, also known as “Dial-a-Ride” is a reservation type of service. Customers call 24 hours in advance of the needed ride for a reservation on the bus.

3. Who would operate the service in Chambers County?

At the present time, there is no designated rural transit provider in Chambers County. However, the County could consider either joining or creating a rural transit district, merging with the Harris County Transit Program, the Brazos Transit District, Connect Transportation, or a rural transportation provider from the Beaumont area.

4. Where would the park and ride lot(s) be located in Chambers County?

The location for the proposed park-and-ride lot(s) would be in the vicinity of Mont Belvieu near SH 146. A detailed feasibility assessment and potential site analysis has not been completed.

5. What are the destinations for the trips utilizing the park-and-ride lot(s)?

The destination for trips originating at the park-and-ride lot would be the Baytown area, downtown Houston and the Beaumont and Port Arthur areas.

6. What are the existing transportation services within Chambers County?

The Chambers County Project on Aging operates limited specialized transportation services for elderly/seniors, veterans, disabled, and individuals who are mobility challenged. The Texas Health

and Human Services Commission (HHS) provides non-emergency medical transportation for Medicaid eligible persons.

7. How much would the transit recommendations cost?

Operating costs for the county-wide demand-response services would be about \$477,000 per year at maturity. The park-and-ride operating service costs would be about \$113,000.

8. What is the tentative implementation date of the service(s)?

Implementation dates for the proposed services have not yet been determined.

9. What is the justification for the transit recommendations?

During the regional public transportation coordination process, H-GAC held public meetings in Chambers County with stakeholders regarding their transportation needs. In the 2006 study and the 2008 rounds of public meetings, both countywide demand-response service and park-and-ride services were identified as projects that would address the transit related needs of the residents of Chambers County.

10. Where can I find more information about the Chambers County Transit Plan and the 2006 Gulf Coast Region Coordinated Regional Public Transportation Plan and process?

To view a copy of draft transit plan elements visit www.h-gac.com/transportation/. Information about the regional transit coordination plan is available at www.ridethegulfcoast.com .

For specific information about the draft Chambers County Transit Plan, contact Mr. Kari Hackett, H-GAC Transportation Program Manager, at 713-993-4576 or Kari.Hackett@h-gac.com .