

APRIL 2025



CHAMBERS COUNTY

THOROUGHFARE PLAN



I Executive Summary

Overview

The Chambers County Thoroughfare Plan (CCTP) study was a coordinated effort between the Houston-Galveston Area Council (H-GAC) and Chambers County. In the last decade, Chambers County has become one of Texas' fastest-growing counties¹. With an increased population, congestion and mobility-related issues can quickly arise. The County will use the Thoroughfare Plan to preserve roadway right-of-way as development occurs. The goal of this project is to assist the County in developing a transportation network as growth continues in the region. The development of the Thoroughfare Plan was a collaborative process, analyzing multiple scenarios and enabling citizens, stakeholders, and elected officials to make informed decisions about the facilities and policies needed for a growing Chambers County.

Vision and Goals

The Steering Committee drafted an overarching vision that guided the purpose and direction for the Plan. Decision-makers included the Steering Committee and other stakeholders.

The vision of the Chambers County Thoroughfare Plan is to establish guidelines and policies to develop a safe, well-connected, and efficient county-wide transportation system that provides adequate mobility for people, goods and services, and promotes orderly growth and redevelopment throughout the County.

Subsequent goals were then provided to help realize the Plan's vision and guide the final recommendations.

¹ <https://www.census.gov/newsroom/press-releases/2023/population-estimates-counties.html>

GOALS:

Move People and Goods Efficiently

- » Preserve adequate right-of-way for future roadways
- » Develop a well-connected multimodal transportation system
- » Identify an additional Cedar Bayou Crossing
- » Identify an East-West Alternative to IH 10

Improve Safety

- » Establish countywide design standards
- » Improved evacuation option(s)

Strengthen Regional Economic Competitiveness

- » Institute policies & procedures to coordinate & optimize transportation investments in the county
- » Collaborate with the development community

Conserve and Protect Natural and Cultural Resources

- » Preserve wetlands and protect wildlife areas

Key Issues

CONNECTIVITY

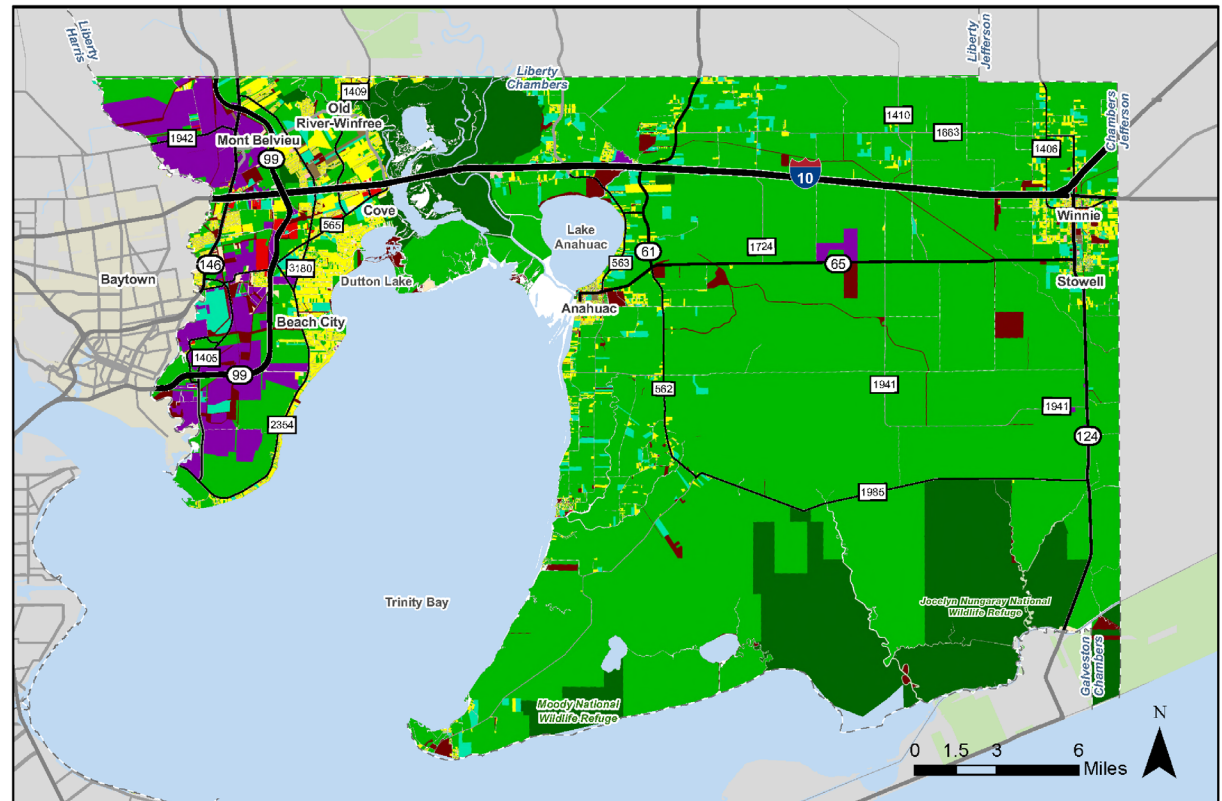
Existing portions of Chambers County roadway network lack connectivity or require alternative routes along critical corridors. Enhancing connectivity within the roadway network helps to redistribute traffic more evenly across the entire system. This helps keep local trips off arterial roads, provides alternative routes to destinations, reduces travel time, and improves safety. County officials can use the Thoroughfare Plan to develop a well-connected roadway network by preserving right-of-way for future roadway corridors.

EXISTING BARRIERS

Existing barriers include natural and man-made obstacles that may limit or prohibit roadway development:

- » Trinity River
- » Bayous
- » Canals
- » Railroads
- » Airports
- » Wetlands or environmentally sensitive areas
- » Floodplains
- » Wildlife Refuges
- » Pipelines and petrochemical facilities
- » Residential
- » Commercial Developments

These barriers can be overcome when developing thoroughfares, but to do so may be costly and/or time-consuming. The 2025 Chambers County Thoroughfare Plan identifies general alignments to avoid such barriers when possible.



→ Figure A: Chambers County Land Use

→ Source: Houston-Galveston Area Council Regional Land Use Information System

Existing Land Use

- Commercial
- Industrial
- Residential
- Government/Medical/Education

Multiple

- Other
- Parks/Open Spaces
- Vacant Developable (includes Farming)
- Undevelopable

Water

- Unknown
- Undetermined

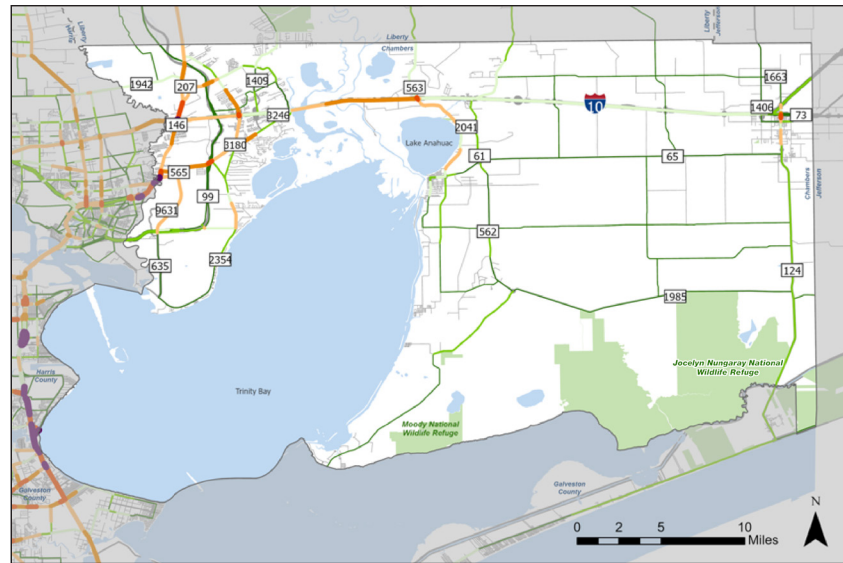
CONGESTION

Traffic congestion in Chambers County is primarily concentrated on the west side, corresponding with the areas' highest levels of development. One of the major congestion locations in Chambers County is on IH 10 between the Harris County line to SH 61. IH 10 is the only continuous east-west corridor and the only Trinity River crossing in the County. Currently, there are no reasonable alternative routes so when major incidents occur along IH 10, motorists can be stuck on IH 10 for hours. A parallel route is needed to relieve congestion and provide an alternate route for IH 10. As development increases along IH 10, additional roadways are needed to improve connectivity for increased traffic demand associated with commercial port, residential, and recreational facilities.

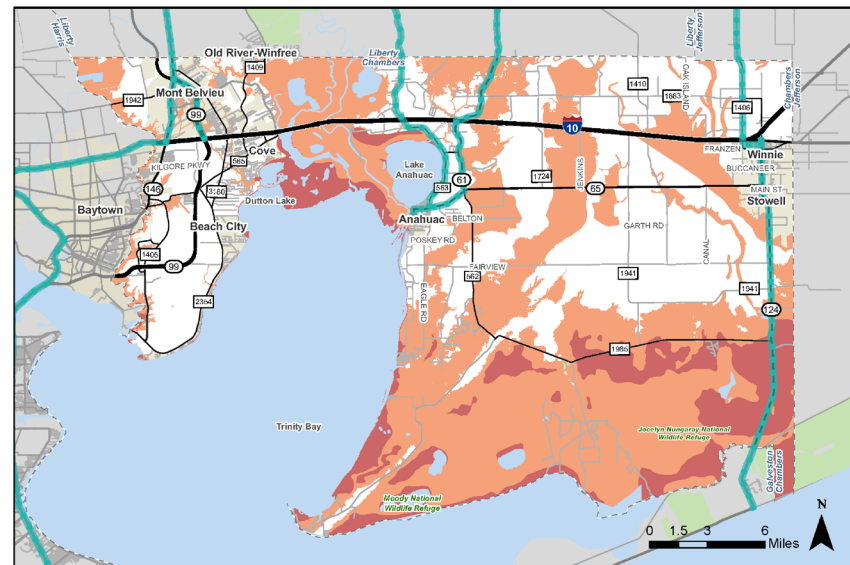
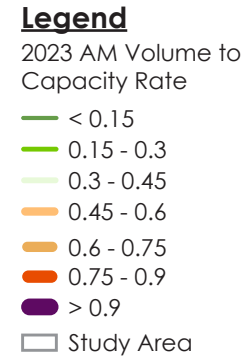
In addition to IH 10, roadway users experience congestion along other major corridors including SH 146, FM 565, FM 3180, and FM 2354. Additional capacity improvements can be considered to address the congested conditions during peak periods of the day due to the mix of residential trips and commercial traffic.

EVACUATION ROUTES

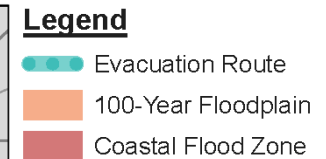
- » SH 124, located along the east side of the County, serves as a primary evacuation route for residents and tourists of High Island and Bolivar Peninsula.
- » SH 61 and FM 563 serve as evacuation routes for central Chambers County.
- » SH 99 and portions of SH 146 serve as evacuation routes for the western side of the County.



→ Figure B: Volume to Capacity Rate based on 2023 AM Peak conditions



→ Figure C: Floodplains within Chambers County



2025 Thoroughfare Plan Development

NEIGHBORING MOBILITY STUDIES AND THOROUGHFARE PLANS

Chambers County is adjacent to Liberty County to the north, Jefferson County to the east, Galveston County to the southwest, and Harris County to the west. The project team reviewed and evaluated existing thoroughfare and transportation plans of the adjacent counties, along with local community plans within Chambers County. Recognizing and aligning priority corridors from existing plans with the Chambers County Thoroughfare Plan ensures connectivity and efficiency.

Baytown and Mont Belvieu Thoroughfare Plans, along with planned TxDOT projects, were incorporated into the Chambers County Thoroughfare Plan.

Within growing eastern Chambers County, the existing rural roadway network contains substantial gaps and many of the roadways have narrow or no shoulders. To improve mobility and connectivity, the Thoroughfare Plan aligned recommended new routes with existing roadways where possible. Recommended cross-sections for the new routes and upgraded existing routes contain roadway shoulders or paths to improve bicycle and pedestrian safety.

The Chambers County Commissioners' Court adopted the final Chambers County Thoroughfare Plan map seen in Figure D on April 22, 2025. Development of the map involved nine (9) formal reviews.

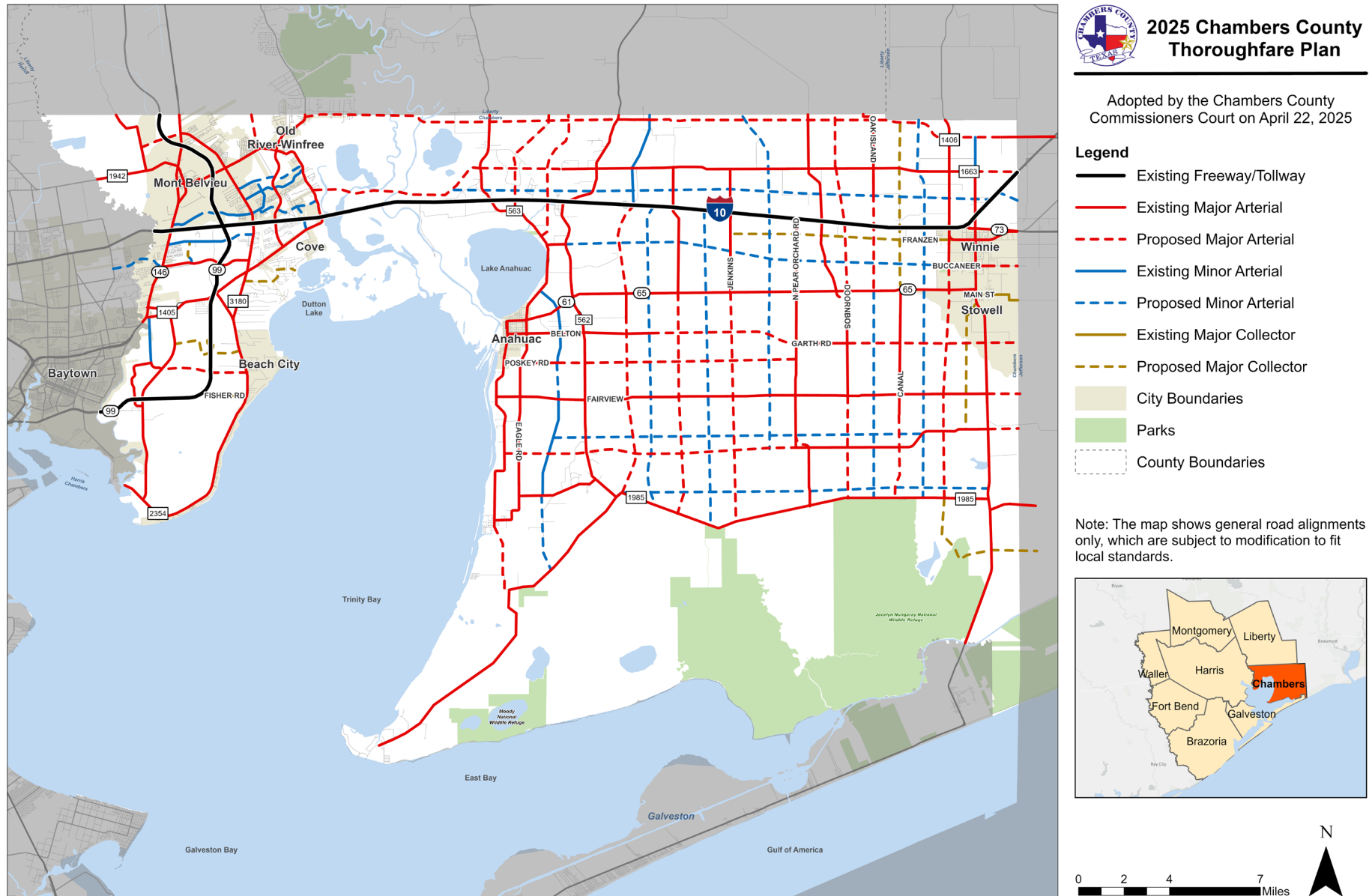
Based on available 2023 TxDOT Roadway Inventory data, Chambers County maintains 376 miles of existing thoroughfares, excluding local roads. The 2025 Thoroughfare Plan Map adds 317 miles of proposed thoroughfares to Chambers County's roadway network.

PROPOSED THOROUGHFARES BY ROADWAY CLASSIFICATION:

**Major Arterials:
148 Miles**

**Minor Arterials:
138 Miles**

**Major Collectors:
31 Miles**

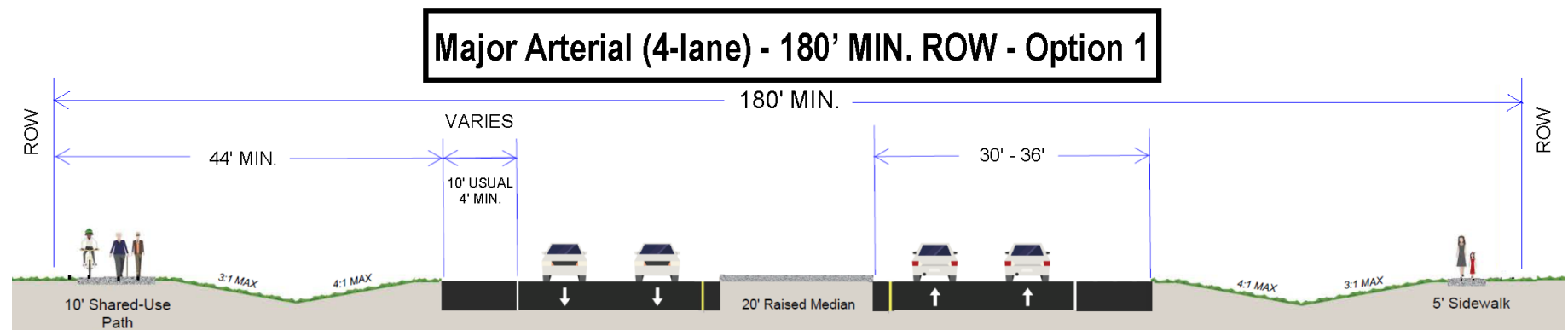


→ Figure D: 2025 Chambers County Thoroughfare Plan Map

TYPICAL ROADWAY CROSS-SECTIONS

As part of the Thoroughfare Plan process, design criteria recommendations were developed for each roadway classification. The design recommendations are based on the goal of achieving a safe and efficient roadway network that addresses current and future transportation needs for Chambers County.

Standard lane widths are 12 feet; wider shared-use lanes to accommodate bicycle use are not recommended. Separate bike lanes, bike-accessible shoulders, or separate bike paths such as shared-use paths with pedestrian traffic is recommended. Urban and suburban environments increase the need for incorporating pedestrian and bicycle facilities into the overall right-of-way cross-section.



→ Figure E: Major Arterial Cross-Section Option 1

Additional recommended cross-sections are shown in **Section 4. 2025 Chambers County Thoroughfare Plan - Components of Cross-Section**

IMPLEMENTATION OF 2025 CHAMBERS COUNTY THOROUGHFARE PLAN

The Chambers County Thoroughfare Plan is intended to be a guide for the County's future roadway network that can be actively referenced and implemented. Implementing the recommendations and the general right-of-way alignments will require coordination between Chambers County, local cities, regional governing entities, and land developers. As land parcels become platted or replatted, it will be critical for Chambers County to ensure developments are built in coordination with the Plan's long-term vision.

The Plan's adoption and completion represents the collective efforts of the County, stakeholders group, and the community to identify mobility concerns based on existing and future projections, and develop recommendations to address these challenges.

INTERPRETATION OF THE 2025 CCTP MAP

The 2025 CCTP Map shows new street connections to be made at an undefined point in the future. Many of these new connections are likely to be constructed in segments, when development occurs in those areas. In no instance should any of these connections on the 2025 CCTP Map be interpreted as showing exact alignments for new streets; they are instead intended to represent conceptual connections from one location to another.

This document recognizes that the actual implementation of the new connections shown will be highly dependent on numerous unknowns, such as future traffic demand, timing and location of future development, environmental findings, and engineering and financial feasibility. These unknowns do not invalidate the need for or content of this Plan, but rather reinforce the appropriateness of viewing the new connections as conceptual. As such, these new connections should in no way be interpreted as or used to limit the current use of the areas in which they are located. These conceptual connections should, however, be incorporated into new subdivisions and other developments in these areas.

Further, in no way should any future connection shown on the 2025 CCTP Map be interpreted as establishing an easement or right-of-way for that connection or in any way claiming private property for public use.

NEXT STEPS

The next steps that need to be completed by the County for successful implementation of the adopted Thoroughfare Plan include:

- » Updating existing subdivision regulations.
- » Instituting policies and procedures to coordinate and optimize transportation investments in the county.
- » Coordinating with the TxDOT Beaumont District to complete the County Corridor Agreement Request Form. Recommend that all jurisdictions within County boundaries adopt the Chambers County Subdivision Regulations, street classifications, street standards, and the Design and Construction Manual to maintain a consistent standard in development of new subdivisions, streets, and alleys within the Chambers County Borders.
- » Collaborating with the development community to ensure that roadway investments satisfy existing and future growth needs.
- » Coordinating with Baytown, Mont Belvieu, Anahuac, Beach City, Cove, Old River-Winfree, Winnie, Stowell, Liberty County, Harris County and Jefferson County to ensure their Thoroughfare Plans complements the 2025 CCTP.
- » Developing a process to amend the thoroughfare plan.
- » Updating the thoroughfare plan every 5 years.