

MAJOR STREETS AND HIGHWAYS PLAN

**FAIRFAX COUNTY
VIRGINIA**

1965



THE COMPREHENSIVE PLAN

"The local commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction. Such plan, with accompanying maps, plats, charts, and descriptive matter, shall show the commission's long-range recommendations for the general development of the territory covered by the plan. It may include, but need not be limited to:

- "(1) THE DESIGNATION OF AREAS FOR VARIOUS TYPES OF PUBLIC AND PRIVATE DEVELOPMENT AND USE, SUCH AS DIFFERENT KINDS OF RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AGRICULTURAL, CONSERVATION, RECREATION, PUBLIC SERVICE, FLOOD PLAIN AND DRAINAGE . . .
- "(2) THE DESIGNATION OF A COMPREHENSIVE SYSTEM OF TRANSPORTATION FACILITIES SUCH AS STREETS, ROADS, HIGHWAYS, PARKWAYS. . .
- "(3) THE DESIGNATION OF A SYSTEM OF COMMUNITY SERVICE FACILITIES SUCH AS PARKS, FORESTS, SCHOOLS, PLAYGROUNDS, PUBLIC BUILDINGS. . .
- "(4) THE DESIGNATION OF AREAS FOR URBAN RENEWAL OR OTHER TREATMENT.

"The comprehensive plan shall be general in nature, in that it shall designate the general or approximate location, character and extent of each feature shown on the plan, but it may indicate where existing lands or facilities are proposed to be extended, widened, removed, relocated, vacated, narrowed, abandoned, or changed in use as the case may be."

Title 15.1, Chapter 11, Article 4

Code of Virginia

MAJOR STREETS
AND
HIGHWAYS PLAN

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A part of the comprehensive plan for the physical development of the area within the jurisdiction of Fairfax County, pursuant to the provisions of Title 15.1, Chapter 11, Article 4, the laws of the Commonwealth of Virginia.

April, 1965

Fairfax County Planning Office

Fairfax County Courthouse - Fairfax, Virginia

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COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
FAIRFAX, VIRGINIA

Mr. Carlton C. Massey
County Executive
County of Fairfax
Fairfax, Virginia

Dear Mr. Massey:

I am pleased to present to you for transmission to the Board of County Supervisors the staff's study and recommendations on the major street and highway system within Fairfax County. This is another in the series of comprehensive plans for the future development of the county.

This study was prepared after an evaluation of past, present, and future developments which may affect highway planning. These include the present and future physical arrangement of various land uses, regional employment and commuter trends, mass transit proposals, and current trends in population, traffic volume and vehicle ownership in Fairfax County. The highway proposals included in the plan are designed to meet the future twenty-year traffic demands anticipated in the county. One of the fundamental goals of the study is to achieve an orderly program of right-of-way reservations for future highway improvements.

This plan is the product of major cooperation and consultation with the Virginia Department of Highways, the Washington Metropolitan Area Transportation Study, the National Capital Regional Planning Council, the National Capital Transportation Agency, the Maryland and District of Columbia Highway Departments, the Northern Virginia Regional Planning and Economic Development Commission and the Planning Departments of Arlington, Alexandria, and Prince William County. Particular acknowledgment is made to the continued aid and cooperation of the Virginia Department of Highways.

The Planning Commission is proceeding to hold public hearings on this report prior to making its recommendations to the Board of Supervisors.

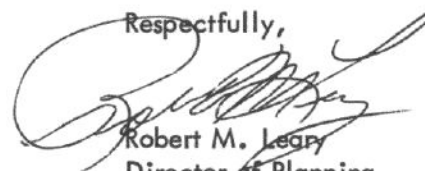
Respectfully,

Robert M. Leary
Director of Planning

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SUMMARY OF REPORT

FACTS AND CONCLUSIONS:

1. Estimates of potential population in the Washington metropolitan area indicate over 3.5 million people by 1985, over 5 million by the year 2000. Estimates of potential Fairfax County population forecast over 750,000 people by 1985, more than one million by the year 2000.
2. The continued growth of population within the county will generate corresponding increases in traffic flow, both to and from Washington and between points entirely within the Northern Virginia area.
3. The dominant employment center for county residents will continue to be in the downtown Washington area. However, with the increasing decentralization of employment, an increasing proportion of those living in the county will work there, also. In addition, new development will occur farther and farther from the center of the region.
4. Present highways and those programmed or under construction will not be adequate to accommodate expected traffic and it will be necessary to plan for additional routes and the improvement of existing ones.
5. No highway system alone can be expected to handle all future transportation demands of the region. Eventually, some form of rapid transit must be provided. This may take the form of express buses on freeways and/or a rail transit system.

RECOMMENDATIONS:

1. That a system of major streets and highways as detailed in this report be approved as an official plan to be recognized by state and regional transportation agencies as most effectively satisfying the future circulation requirements of the county.
2. That endorsement be given to mass transit proposals as they arise which would effectively supplement the street and highway system of the county.
3. That a program to reserve and acquire the necessary rights of way for improvements to existing highways and proposed new routes be initiated. This would assure proposed highway alignments in locations chosen to best serve the needs of the county, act as a positive guide to future land use development, minimize future dislocations, and provide for the most economical use of public funds.

COMMONWEALTH OF VIRGINIA



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June 28, 1965

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IN REPLY PLEASE REFER TO

Fairfax County - Major Streets
and Highway Plan

Mr. Rosser H. Payne, Jr., Chief
Comprehensive Planning
County of Fairfax
Fairfax, Virginia

Dear Mr. Payne:

Thank you for your letter of June 22, and for sending me a copy of the preliminary plan for Major Streets and Highways in Fairfax County.

It is noted that this plan proposes many new roads and highways in Fairfax County. We are presently committed to the limit of our available funds in improving those roads that are now in the system and, in fact, we have needs far beyond our ability to finance.

We have reviewed the plan--including the proposed new highways--and we think that you have done an excellent job in future planning for your fast developing area of Northern Virginia. As you know, we are not in a position to comment specifically on detailed locations for the new roads, since this would require a good deal of study that we could not at this time undertake. We do, however, feel that it is essential that the county have a Master Plan to provide for the orderly development of the area.

Thank you very much for giving us an opportunity to review this plan.

Sincerely,

J. E. Harwood, Deputy Commissioner
and Chief Engineer

H-c

cc

Mr. D. B. Fugate

THE INTERSTATE HIGHWAY SYSTEM IN VIRGINIA

