

Closely related to mobility in the modern sense also is accessibility, the job of providing efficient and easy ingress and egress into and out of the communities of the State. By accessibility, I don't mean to advocate construction of highways without planned access. None of us wants to be that parochial. I mean assurance that a community lying in a big travel corridor be accessible from the corridor so industry can be given another reason to locate there; so people having business within the community can get in and out of it easily.

The State has definite responsibilities in the field of providing mobility and accessibility, and this Administration has been aware of it. When this Administration took office, the need for completing a modern primary highway network was apparent after the State Roads Commission held a series of meetings in every region of the State.

The need for more rapid construction of the interstate system in our urban regions was apparent. As a result, a new and more realistic set of timetables was established for such roads as the Baltimore and Washington Beltways, the Jones Falls Expressway, radials leading into the Washington and other urban facilities.

In the heartlands of the State, of course, accelerated timetables were established for such badly needed improvements as a modern Route 40 West, Interstate 70, Routes 340, 15 and 219. A dual Route 50, Route 13 and 301 on the Eastern Shore and Southern Maryland.

We have also moved in another field dealing with mobility and accessibility, and this is the mass transportation problem. The Metropolitan Transit Authority has been established for that purpose.

I think the State is discharging its duties well in fields of mobility and accessibility, while remaining within the bounds of a sound fiscal policy. What about tomorrow when such population phenomena occur as the burgeoning of a Chesapeake-Potomac Strip City of 4,000,000 now and 9,000,000 soon between Baltimore and Washington; the continuing outward expansion of the cities; the industrial growth of the northeastern corridor of the State and the opening up of vast portions of Western Maryland? What will our needs be then regarding mobility and accessibility? Will we need more urban expressways; more transit facilities; outer beltways around Baltimore and Washington; increased lanes on existing expressways and primary highways; more and better secondary roads; better planned municipal street systems and county roads; another Bay crossing; another Harbor tunnel?

Will we need all of them? Will we need more? Will we need just a few?