

House Bill No. 459—Commercial Entrances Upon State Roads

AN ACT to repeal and re-enact, with amendments, Section 32 of Article 89B of the Annotated Code of Maryland (1951 Edition), title "State Roads", sub-title "Distribution and Use of Special Funds", ~~permitting and relating to appeals from determinations by the State Roads Commission as to ingress and egress from certain property on certain roads and relating to compensation for damages therein.~~ RELATING TO THE POWERS OF THE STATE ROADS COMMISSION TO DETERMINE THE MEANS OF INGRESS TO AND EGRESS FROM CERTAIN COMMERCIAL OR INDUSTRIAL PROPERTIES.

April 28, 1955

Honorable John C. Luber
Speaker of the House of Delegates
State House
Annapolis, Maryland

Dear Mr. Speaker:

House Bill 459 amends Section 32 of Article 89B of the Annotated Code of Maryland (1951 Edition) dealing with the authority of the State Roads Commission to fix the width and location of points of ingress and egress to commercial and industrial properties along state highways carrying an average traffic volume of more than 2,000 vehicles per day. This authority was granted to the Commission in 1951, and the sole purpose of the present bill is to make the Commission's authority applicable *only* after June 1, 1955. This would undo all of the work of the Commission during the past four years in entrance channelization designed to provide for the orderly movement of vehicles in and out of roadside places of business. The safety theory inherent in this exercise of authority by the Commission is apparent to any highway user and has enjoyed the cooperation of many large business enterprises and of the major oil companies.

The Commission's program in this field since 1951 has, because of its nature and expense, been a slow process. There remain many places of business which have large frontages on state highways and continuous paved areas adjacent thereto. This not only permits the conduct of private business on public property, but entrance on or off the highway at dangerous angles and speeds, creating continuous roadside hazards conducive to accidents.

To invalidate all of the work accomplished by the Commission in the past four years would definitely be inimical to the public interest. It would undoubtedly result in the removal of much of the channelization constructed during that period, and thereby interfere with a recognized safety factor. I have accordingly vetoed this bill.

Respectfully,

(s) THEODORE R. MCKELDIN,

Governor