

**Gregory Named
Co-Ordinator
At TTI Center**

Randolph T. Gregory, Dallas County director of public works, has been named co-ordinator for the new Highway Safety Research Center at Texas A&M's Texas Transportation Institute.

TTI Director Jack Keese said the appointment is effective April 1.

A&M established the Highway Safety Research Center last month in a move to broaden the scope of the 18-year-old TTI.

"Whereas we have previously focused our attention on basic highway design and construction, we will now study the total road-vehicle - tire interaction," Keese noted.

University officials hope the new facility will be formally recognized as the Highway Safety Center for Texas and eventually as the National Highway Safety Center or one of the regional centers for the new National Highway Safety Bureau of the Department of Transportation.

GREGORY WAS promoted to public works director for Dallas County last April after previously serving three years as county planning engineer.

As director of public works, he was responsible for all county engineering, road construction and maintenance, flood control, right-of-way acquisition and property management.

Gregory, 1949 graduate of the University of Texas, was director of public works at Wichita Falls for two years before moving to Dallas. He earlier served as Waco's director of planning and traffic and as assistant traffic engineer at Fort Worth.

He is a registered engineer and holds membership in several state and national professional organizations. He is past president of the Texas section of the Institute of Traffic Engineers.

WHILE DESIGNATING Gregory co-ordinator, Keese said the new center will primarily rely on TTI's existing staff to cope with individual projects.

"We always take the 'multi-discipline team approach,' bringing to bear whatever resources are necessary to do the job," Keese explained.

"Basically," he continued, "we have formed a center to make available existing technologies and to create new technologies."

Keese said the center will offer federal, state and local governments, as well as private industry, an opportunity to join hands in tackling pressing safety problems.

"Gregory's broad experience with urban road and traffic problems," the TTI director noted, "will be invaluable to our safety program."

THESE PROBLEMS are particularly critical now, he observed, because of the new standards being developed by the NHTSB.

The center, Keese said, will work with various public and private agencies on a co-operative basis similar to TTI's present association with the Texas Highway Department.

"There are indications that private industry would accelerate its safety research, development and testing if assured of governmental acceptance of results," Keese noted.

He said one method of assuring acceptance would be to conduct this work at a recognized research center which operates in association with appropriate governmental agencies.

SEVERAL recent TTI projects, such as its development of the highly successful "break-away" highway sign, have been safety oriented but still were approached from the viewpoint of road construction.

"The addition of the Highway Safety Research Center to the TTI organization simply means that safety will become a basic ingredient of our overall objectives," Keese said.

"We have been accepting tires and vehicles as constants, taking them as they are," he explained, "and centered our studies around the road."

Future research, he emphasized, will include investigations of all three variables.



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