

invitation only. The meeting will be held in Room P1-1303, Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590 on February 10, 1998 from 12:30 p.m. to 4:15 p.m., on February 11, 1998 from 8:00 a.m. to 4:30 p.m. and Thursday, February 12, from 8:00 a.m. to 11:30 a.m. A synopsis of the meeting will be published following the meeting.

**CONTACT PERSON FOR ADDITIONAL INFORMATION:** Raymond R. Barberesi, Director, Office of Sealift Support, (202) 366-2323.

By Order of the Maritime Administrator.  
Dated: January 26, 1998.

**Joel C. Richard,**

*Secretary.*

[FR Doc. 98-2303 Filed 1-29-98; 8:45 am]

BILLING CODE 4910-81-P

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-97-3176]

#### National Survey of Pedestrian and Bicyclist Attitudes, Knowledge and Behavior

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.  
**ACTION:** Notice and request for comments on data collection.

**SUMMARY:** The purpose for conducting this survey is to assist the agency in reducing injuries, fatalities, and economic loss resulting from motor vehicle crashes with pedestrians and bicyclists; and to support the Department of Transportation (DOT) Secretarial Initiative for Pedestrian and Bicycle Safety. More than 5,000 pedestrians and 800 bicyclists are killed each year in traffic crashes, and more than 140,000 are injured. Developing effective strategies to address this problem requires up-to-date information on such factors as exposure, awareness, safety practices, physical obstacles to safety, and perceptions of risk. By collecting these data, NHTSA will be able to determine where efforts should be targeted and where new strategies may be needed. In addition, the Secretary of Transportation has mobilized a national effort to promote walking and bicycling as safe, efficient, and healthy ways to travel. The survey will collect information to help assess progress in meeting the Secretarial Initiative, including the goal to double the national percentage of transportation trips made by bicycling and walking.

**DATES:** Written comments must be submitted on or before March 31, 1998.

**ADDRESSES:** Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, S.W., Plaza 401, Washington, D.C. 20590. Docket # NHTSA-97-3176.

**FOR FURTHER INFORMATION CONTACT:** Mr. Alan Block, Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS-31), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Room 6240, Washington, D.C., 20590.

#### SUPPLEMENTARY INFORMATION:

##### I. Abstract

The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries and economic losses resulting from motor vehicle-related crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle safety standards and traffic safety programs.

While not as much in the public eye as other traffic safety problems, motor vehicle crashes involving pedestrians and bicyclists exact a heavy toll. Pedestrians and bicyclists account for 15 percent of all traffic fatalities, and more than 140,000 injuries each year. Yet there are simple things that people can do to reduce these risks, provided that they are sufficiently aware and willing to take the appropriate steps. For example, a study published in the Journal of the American Medical Association found that the universal use of helmets by all bicyclists could have prevented as many as 2,500 deaths and 757,000 head injuries between 1984 and 1988. Despite this, only 18 percent of bicyclists age 16 and older usually wear a helmet when they ride. To effectively address this gap, a clear picture of bicyclists' knowledge of the effectiveness of helmet use, and the attitudes that prevent helmet use, is needed.

Efforts to address the problem have included training, public information and education, legislation, enforcement, and engineering. However, there is an absence of national data to tell us whether these efforts need to be modified or whether new types of interventions are needed. More specifically, there is a lack of data concerning the public's exposure to risk as pedestrians and bicyclists, their awareness of correct pedestrian and bicyclist safety practices, their perceptions of the responsibilities of

other roadway users, and their perceptions of risks. Without this information, safety professionals are left with inadequate tools for determining if there are critical deficits in education or training that should be addressed, or whether interventions are efficiently targeted to where they are most needed. This in turn would pose severe constraints on the ability to meet the U.S. Secretary of Transportation's goal of reducing by 10 percent the number of injuries and fatalities occurring to bicyclists and pedestrians.

Besides reducing pedestrian/bicyclist injuries and fatalities, the U.S. Secretary of Transportation has called for a doubling in the national percentage of transportation trips made by bicycling and walking. Both goals are part of the DOT Secretarial Initiative for Pedestrian and Bicycle Safety. This is a national effort to promote walking and bicycling as safe, efficient, and healthy ways to travel. It involves partnering with numerous groups to foster the development of a more balanced transportation system. Yet while the Initiative calls for an increase in pedestrian and bicyclist activities, there are no exposure data to measure its progress. Moreover, there is a lack of information on the obstacles to walking and bicycling that would have to be addressed to meet the Secretarial goal; as well as information on how persons decide whether or not to walk, or to bike.

The proposed survey will collect data to meet the informational needs described above. The survey instrument will include items to measure exposure, knowledge, risk perception, community characteristics, and decision factors. The survey data will be used to assess the adequacy of present strategies to increase pedestrian and bicyclist safety, and to help guide policies aimed at encouraging these modes of transportation.

##### II. Method of Data Collection

The survey will be conducted by telephone among a national probability sample of 4,200 adults age 16 and older. Participation by respondents is voluntary. The survey instrument will contain questions appropriate to all members of the sample, as well as questions appropriate only to subgroups of pedestrians (as defined within the study) and bicyclists. The overall interview length for a respondent will average 20 minutes. The interviewers will use computer assisted telephone interviewing to reduce the interview length and minimize recording errors. A Spanish-language translation as well as multilingual interviewers will be used

to minimize language barriers to participation. The survey will be anonymous and confidential.

### III. Use of Findings

The findings of this study will assist NHTSA in addressing the pedestrian and bicyclist crash problem, and in formulating programs and recommendations to Congress. NHTSA will use the findings to: (a) Design more effective countermeasure programs; (b) develop policy recommendations that support increases in bicycling and walking; and (c) provide for measurement of the effectiveness of these efforts. The findings will also be used directly by State and local highway safety agencies in the development and implementation of effective programs to increase the levels of bicycling and walking among the public while simultaneously reducing the number of crash-related deaths and injuries.

### IV. Data

*OMB Number:* None.

*Form Number:* None.

*Type of Review:* Regular Submission.

*Affected Public:* The United States non-institutionalized population ages 16 and older living in households with telephone service.

*Estimated Number of Respondents:* 4,200.

*Estimated Time Per Respondent:* 20 minutes.

*Estimated Total Burden:* 1,400 hours.

*Estimated Total Cost:* \$51.90 per survey respondent.

### V. Request for Comments

Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden (including the hours and cost) of the proposed collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology.

Comments submitted in response to this notice will be summarized and/or included in the request for approval by the Office of Management and Budget (OMB) of this information collection. Copies of all comments will be placed in Docket NHTSA-97-3176, in the U.S. Department of Transportation Dockets, 400 7th Street, SW., Plaza 401,

Washington, DC 20590, and will become a matter of public record.

Issued on: January 27, 1998.

**James Nichols,**

*Acting Associate Administrator for Traffic Safety Programs.*

[FR Doc. 98-2375 Filed 1-29-98; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33543]

#### Southern Pacific Transportation Company—Trackage Rights Exemption—Union Pacific Railroad Company

Union Pacific Railroad Company (UP) has agreed to grant overhead trackage rights to Southern Pacific Transportation Company (SP) over UP's tracks known as the Los Angeles Subdivision from milepost 158.9 near Daggett to milepost 162.0 near Yermo, a distance of 3.1 miles in the vicinity of Los Angeles, CA.<sup>1</sup>

The transaction was expected to be consummated on or as soon as possible after January 21, 1998, the effective date of the exemption.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33543, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on: Joseph D. Anthofer, General Attorney, 1416 Dodge Street, #830, Omaha, NE 68179.

Decided: January 22, 1998.

<sup>1</sup> SP states that it filed this notice of exemption to extend the trackage rights it received from UP in STB Finance Docket No. 33129, effective September 26, 1996 (STB served Oct. 8, 1996), which included, among others, trackage rights over UP's Los Angeles Subdivision.

By the Board, David M. Konschnik, Director, Office of Proceedings.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 98-2365 Filed 1-29-98; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33544]

#### Union Pacific Railroad Company; Trackage Rights Exemption; Southern Pacific Transportation Company

Southern Pacific Transportation Company (SP) has agreed to grant overhead trackage rights to Union Pacific Railroad Company over SP's Del Rio Subdivision from milepost 210.70, near Tower 105, to milepost 219.33, near Withers, in the vicinity of San Antonio, a distance of 8.63 miles in Bexar County, TX.

The earliest the transaction can be consummated is January 28, 1997, the effective date of the exemption (7 days after the notice of exemption was filed).

The purpose of the trackage rights is to permit UP to improve the efficiency of its train operations and to assist in avoiding rail traffic congestion in the vicinity of San Antonio.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33544, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Joseph D. Anthofer, Esq., 1416 Dodge Street, #830, Omaha, NE 68179.

Decided: January 23, 1998.

By the Board, David M. Konschnik, Director, Office of Proceedings.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 98-2366 Filed 1-29-98; 8:45 am]

BILLING CODE 4915-00-P