West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: David Kuehn, 202–493–3414, Office of Corporate Research, Technology, and Innovation Management, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Exploratory Advanced Research (EAR) Program sponsored project titled ''Effects of Automated Transit and Pedestrian/Bicycling Facilities on Urban Travel Patterns.''

Type of request: New information collection requirement.

Background: The Exploratory Advanced Research (EAR) Program was established to conduct longer term, higher risk research that will result in a potentially dramatic breakthrough for improving the durability, efficiency, environmental impact, productivity, and safety of highway and intermodal transportation systems. FHWA awarded a research project titled ''Effects of Automated Transit and Pedestrian/Bicycling Facilities on Urban Travel Patterns'' that was submitted in response to a solicitation in 2009 and supports the EAR Program focus area of new technology and advanced policies for energy and resource conservation. The project conducted by the University of Michigan with support from the University of Illinois at Chicago has the potential to lead to applications for evidence-based policies and approaches that could substantially reduce the percentage and total number of short trip using private vehicles and increase the percentage and number of trips using current and future transit technology and non-motorized trips, which would reduce use and dependence on fossil fuels and associated pollution impacts.

The research project is attempting to gauge potential travel-behavior response to far-reaching improvements in the pedestrian, cycling, and transit environments of neighborhoods. The transit improvements are inspired by the frequency and quality of service that might be made possibility of future technologies. The project is studying the capacity of these improvements to generate the following kinds of shifts: (1) Modal shift of neighborhood trips from auto to other modes; (2) Increased use of regional public transit based on improved station access; and (3) Shift of more remote non-work destinations to destinations within the neighborhood.

To explore these issues, the research team is building a model that integrates activity-based and agent-based components. The models in turn will be based on a survey of residents in four neighborhoods of metropolitan Chicago. As part of the survey, respondents will be presented with images representing potential improvements to the pedestrian, cycling, and transit environments of their neighborhoods and will respond to scenarios regarding their travel under these altered conditions.

We will mail 7,700 invitations with an expectation of 1,400 residents responding. From that pool, 800 will be selected for the study, which includes a survey packet, travel diary and phone interview.

Respondents: We estimate that 1,400 residents will respond to the initial invitation and 800 residents will participate in the study.

Frequency: This is a one-time collection.

Estimated Average Burden per Response:

The invitation portion takes approximately 15 minutes to complete.

1400 residents × 15 minutes = 350 hours.

The research study takes approximately 1 hour and 30 minutes (30 minutes for the survey packet and travel diary and 1 hour for the phone interview) 800 residents × 90 minutes = 1,200 hours.

Estimated Total Annual Burden Hours: The total burden for this one-time information collection would be approximately 1,550 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection of information is necessary for the U.S. DOT's performance, including whether the information will have practical utility; (2) the accuracy of the U.S. DOT's estimate of the burden of the proposed information collection; (3) ways to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: June 10, 2011.

Michael Howell,

Acting Chief, Management Programs and Analysis Division.

[FR Doc. 2011–14916 Filed 6–15–11; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[U.S. DOT Docket No. FHWA–2011–0058]

Agency Information Collection Activities: Request for Comments for a New Information Collection, Titled: Reports, Forms and Recordkeeping Requirements

AGENCY: Federal Highway Administration, DOT.

ACTION: Request for comments.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on February 26, 2009. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by July 18, 2011.

ADDRESSES: You may submit comments identified by Docket ID Number FHWA–2009–0054 by any of the following methods:

Web Site: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to *http://www.regulations.gov.* Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ray Krammes, Ph.D, PE, Acting Director, Office of Safety Research and Development, HRDS–07, Turner-

Fairbank Highway Research Center, Federal Highway Administration, 6300 Georgetown Pike, McLean, VA 22101, tel. 202–493–3365 between 8 a.m. and 5:30 p.m., Monday through Friday, except Federal holidays, or Paul J. Tremont, Ph.D. (same address) at 202–493–3338.

SUPPLEMENTARY INFORMATION:

Title: Reports, Forms and Recordkeeping Requirements.

The FHWA invites public comments on our intention to request the Office of Management and Budget (OMB) to approve a total of 30 field and laboratory research studies that will include collections of information from the general public. These studies will be conducted over a period not to exceed 3 years with an *annual* burden of approximately 2000 hours and a grand total burden of approximately 6000 hours. These collections are integral to the performance of various analytical, field, and laboratory human factors research projects that FHWA intends to conduct in support of its mission of improving safety and increasing mobility on our Nation's highways through National Leadership, Innovation, and Program Delivery. The laboratory and field research FHWA conducts usually involves observations of driver behavior in controlled experimental settings. In the field and laboratory, these studies are non-intrusive, as most data are driver performance data and are automatically acquired.

Research Areas and Associated Collections

The FHWA Office of Safety Research and Development intends to conduct analytical, field, and laboratory research projects focused on highway safety that will require acquisition of human performance data from small samples of the driving public. This research is directed at human factors issues within the following broad program areas: (A) Infrastructure design including innovative intersection configurations and signage and roadway markings; (B) highway operations; (C) older and younger driver issues; and (D) pedestrian and bicyclist concerns. Given that the focus of the research in the above areas is on human factors issues, it will require that data be collected on a few key demographic variables such as age, gender, and driving experience, however such data will not be linked to personal identifying information. Before any study is conducted under this approval request, a thorough review will be undertaken to ensure such data is not currently available, and that the proposed study does not duplicate other work.

Situations That Require Collections of Information—Examples From Each Category

Category A (Infrastructure Design). An example from Category A would be a study designed to test an innovative intersection design such as a Double Crossover Diamond Interchange (DCD). This is a highly efficient intersection design, but if not properly implemented, it could potentially cause confusion. In a DCD, drivers cross over to the left side of the highway, with the result that opposing traffic is placed on their right side. When testing DCD implementations, FHWA needs to know whether drivers perceive any ambiguity in the signage, and if they have any orientation problems seeing opposing traffic on their right side. Other innovative intersection designs would also benefit from similar information acquired from drivers. Roadway departure is another problem area that could benefit from individual driver data. For example, it would be helpful to observe drivers' interactions with roadway geometry and signage so that such information can be applied to design decisions that can lead to reductions in roadway departures.

Category B (Highway Operations). One of the many challenges confronting highway engineers is designing a signal system that maximizes throughput and minimizes delay. Excess delay can have the unintended consequence of encouraging drivers to run red lights. This problem can be examined by observing drivers' behavior under differing signaling conditions. However, direct verbal reports of drivers are often needed to determine why drivers are making their decisions. For example FHWA may learn from questioning drivers that they would be less likely to speed up when approaching a signal if they knew the signal system would recognize this behavior and respond accordingly. One way this might happen is by advising the motorist earlier of the impending signal change. Driver interviews performed under this study area can provide information on many key issues including behavioral adaptation, decision making, and reaction times to signal phases and changes. This kind of information could lead to improvements to signal controllers that increase mobility and improve safety. Speed management is another area that could benefit from interview data. For example, lower speed limits in construction zones are difficult to enforce, and interview data with drivers can provide information on better methods of restraining driver speeds in these hazardous situations.

Category C (Older and Younger Drivers). The driving behaviors of these two high risk groups are of interest for almost all FHWA safety related studies. For example, older driver's performance as they negotiate new designs informs the engineer of those aspects of the design that present potential safety problems, and may be in need of modification. In contrast, young drivers present a separate set of challenges for highway engineers. Their ability to negotiate a new design may be less of a concern, however; it is necessary to understand how these drivers perform as they drive through these new designs. This is important as some younger drivers may be willing to take extra risks in situations where ambiguity exists. Such information from younger drivers will help engineers determine areas of potential ambiguity in design and modify these areas as necessary to ensure they are not introducing safety hazards.

Category D (Pedestrians and Bicyclists). Research related to pedestrians and bicyclists arises from the need to determine the most effective ways to accommodate these infrastructure users. While overt pedestrian and bicyclist behavior needs to be directly observed to enable engineers to determine potential safety hazards to these user groups. For example, when a new intersection design is being introduced (*e.g.,* a triple lane roundabout) it is especially advantageous to acquire data that shows how pedestrians and bicyclists negotiate such a new design. The needs of disabled pedestrians are also considered when researching new intersection treatments, and in these efforts FHWA works closely with the U.S. Access Board to ensure that novel intersection treatments accommodate their needs. Another example of research in this area is determining bicyclists' reactions to such treatments as separately marked bicycle lanes, signage, and overall roadway configuration.

Description of How Field and Laboratory Study Participants Will Be Acquired

Participants for research studies will be acquired by advertisement in local papers, by the distribution of flyers, or by postings to the internet. Typically, interested parties contact FHWA and they are asked a few questions to determine whether they qualify for the study. These questions involve such issues as age, driver familiarity with the location or scenario being used, number of miles driven per year, and gender.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting From These Information Collections and Requests for Comments

Experimental Participants: Approximately 6,000 roadway users drawn form the general driving population.

Frequency: This approval request is for 30 studies over a 3 year period.

Estimated Average Burden per Respondent: FHWA estimates data acquisition from persons participating in research will require on average about 1 hour per person.

Estimated Total and Annual Burden Hours: Assuming 20 studies will be Laboratory based (Simulator), and 10 will be Field based (Field Research Vehicle), the burden is calculated as follows:

Laboratory Experiments: 20 Simulator * 210 participants * 1 hour = 4200

Field Experiments: 10 studies * 180 participants * 1 hour = 1800 hours

Estimated Total Burden Hours: = 6000 hours

Estimated Annual Burden Hours (over 3 years) = 2000 hours.

Public Comments Invited: You are asked to comment on any aspect of these information collections, including: (1) Whether the proposed collections are necessary for FHWA's performance; (2) the accuracy of the estimated burden; (3) ways for FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. FHWA will respond to your comments and summarize or include them when requesting clearance from OMB for these information data collections.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on June 10, 2011.

Michael Howell,

Acting Chief, Management Programs and Analysis Division.

[FR Doc. 2011–14892 Filed 6–15–11; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, U.S. Department of Transportation.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on March 3, 2011 (76 FR 11848). No comments were received.

This document describes the collection of information for which NHTSA intends to seek OMB approval. The collection of information described is the ''Consolidated Child Restraint System Registration, Labeling and Defect Notification.'' (OMB Control Number: 2127–0576)

DATES: Comments must be submitted on or before July 18, 2011.

FOR FURTHER INFORMATION CONTACT: Mrs. Cristina Echemendia at U.S. Department of Transportation, NHTSA, 1200 New Jersey Avenue, SE., West Building Room W43–447, NVS–113, Washington, DC 20590. Mrs. Cristina Echemendia's telephone number is (202) 366–6345 and fax number is (202) 366–7002.

SUPPLEMENTARY INFORMATION: National Highway Traffic Safety Administration.

Title: Consolidated Child Restraint System Registration, Labeling and Defect Notifications''.

OMB Control Number: 2127–0576.

Type of Request: Extension of a currently approved collection.

Abstract: Child restraint manufacturers are required to provide an owner's registration card for purchasers of child safety seats in accordance with title 49 of the Code of Federal Regulations (CFR), Part 571.213, ''Child restraint systems.'' The registration card is perforated into two-parts (see Figures 1 and 2). The top part contains a message and suitable instructions to be retained by the purchaser. The bottom part is to be returned to the manufacturer by the purchaser. The bottom part includes prepaid return postage, the pre-printed name/address of the manufacturer, the pre-printed model and date of manufacture, and spaces for the purchaser to fill in his/her name and address. Optionally, child restraint manufacturers are permitted to add to the registration form: (a) Specified statements informing CRS owners that they may register online; (b) the Internet address for registering with the company; (c) revisions to statements reflecting use of the Internet to register; and (d) a space for the consumer's e-mail address. For those CRS owners with access to the Internet, online registration may be a preferred method of registering a CRS.

In addition to the registration card supplied by the manufacturer, NHTSA has implemented a CRS registration system to assist those individuals who have either lost the registration card that came with the CRS or purchased a previously owned CRS. Upon the owner's request, NHTSA provides a substitute registration form that can be obtained either by mail or from the Internet [1] (see Figure 3). When the completed registration is returned to the agency, it is then submitted to the CRS manufacturers. In the absence of a substitute registration system, many owners of child passenger safety seats, especially any second-hand owners, might not be notified of safety defects and noncompliances, and would not have the defects and noncompliances remedied.

Child seat owner registration information is retained in the event that owners need to be contacted for defect recalls or replacement campaigns. Chapter 301 of title 49 of the United States Code specifies that if either NHTSA or a manufacturer determines that motor vehicles or items of motor vehicle equipment contain a defect that relates to motor vehicle safety or fail to comply with an applicable Federal motor vehicle safety standard, the manufacturer must notify owners and purchasers of the defect or noncompliance and must provide a remedy without charge. In title 49 of the CFR, part 577, defect and noncompliance notification for equipment items, including child restraint systems, must be sent by first class mail to the most recent purchaser known to the manufacturer.

Child restraint manufacturers are also required to provide a printed instructions brochure with step-by-step information on how the restraint is to be used. Without proper use, the effectiveness of these systems is greatly diminished. Each child restraint system must also have a permanent label. A permanently attached label gives ''quicklook'' information on whether the restraint meets the safety requirements, recommended installation and use, and warnings against misuse.

Affected Public: Businesses.

Estimated Total Annual Burden: 39,247 hours.

[1] *http://www-odi.nhtsa.dot.gov/cars/problems/recalls/register/childseat/csregfrm.pdf.*