

IT ISN'T INFORMATION  
IT'S JUST DATA

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# Data is important for transportation planning

It helps to:

- Identify transportation system components
- Describe physical conditions of the transportation system
- Describe operations conditions of the system

# Data

Organized bits of information collected for a specific purpose

Data can be:

- Numbers such as counts and measurements
- Words such as opinions and statements

*4, 5, 6, 7*  
*1000-2000*  
*1 2 3*  
*12+15=27*

*I wish it were...*  
*In my opinion...*  
*I think it should be...*

# Data

- Data is collected and used to understand the current state of the transportation system and the Tribal community's transportation needs.
- Planners collect and analyze data to verify an assumption or determine whether data justifies the development of a particular project.

# Data Collection and Analysis

## **Data Collection**

Assembling or gathering different bits of information

## **Data Analysis**

Organizing data in specific ways to detect patterns, describe facts, and test assumptions

# ANALYSIS OF CURRENT AND FUTURE CONDITIONS

Category	Current Condition	Future Condition	Change
Demographics	Population: 10,000	Population: 15,000	50% growth
Infrastructure	25 miles of walkway	50 miles of walkway	25 miles of additional walkway
System Use	Transit average of 100 passengers per day	Transit average of 200 passengers per day	100% growth
Operations	1 congested intersection	10 congested intersections	9 new congested intersections

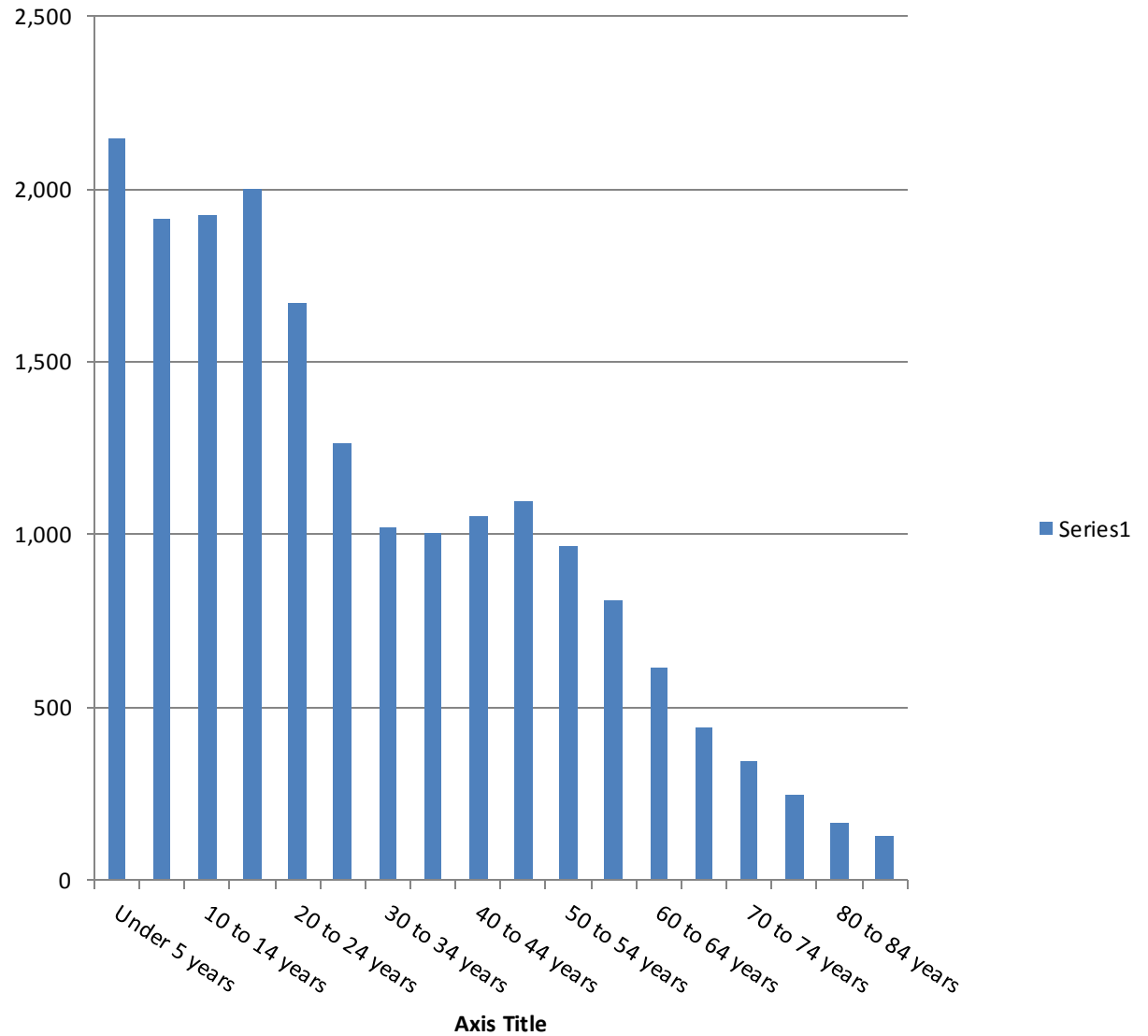
## Analyze

Data analysis is organizing data in specific ways to detect patterns, describe facts, and test assumptions.

Under 5 years	2,149
5 to 9 years	1,914
10 to 14 years	1,927
15 to 19 years	2,001
20 to 24 years	1,672
25 to 29 years	1,264
30 to 34 years	1,024
35 to 39 years	1,004
40 to 44 years	1,052
45 to 49 years	1,095
50 to 54 years	970
55 to 59 years	812
60 to 64 years	618
65 to 69 years	442
70 to 74 years	347
75 to 79 years	249
80 to 84 years	167
85 years and over	127

# Analyze

Data analysis is organizing data in specific ways to detect patterns, describe facts, and test assumptions.







## Indian Reservation Roads Program Official Indian Reservation Road Inventory 10/04/2016



Status Code	Location	Sec Len	Bridge No	Bdg Cnd	Bdg Len Ft	Cty Cd	Cngr Dist	St	ADT Year	ADT	Cls	Ter Typ	Own Cd	CN	Sh Typ	Sur Typ	PCI	RD Cnd	GPR No	Pur Sur	Future ADT	ADS No	VMT	Raw CTC \$ (1000)	BIA %	IRR CTC \$ (1000)	
Official	J51504 Rt 0176/10	0.7				007	01	06			3	1	1	1	4	30	5	30	E		37	18	18	155	100	155	
Official	J51504 Rt 0177/10	0.1				007	01	06			3	1	1	1	4	30	5	30	E		37	18	3	22	100	22	
Official	J51504 Rt 0178/10	0.1				007	01	06			3	1	1	1	4	30	5	30	E		37	18	3	22	100	22	
Official	J51504 Rt 0179/10	0.2				007	01	06			3	1	1	1	1	0	2	30	E		37	18	5	154	100	154	
Official	J51504 Rt 0179/20	0.2				007	01	06			3	1	1	1	1	0	2	30	E		37	18	5	154	100	154	
Official	J51504 Rt 0413/10	3.7				007	01	06	1974		4	3	6	2	1	0	2	30	G		74	12	185	1,100	100	1,100	
Official	J51504 Rt 0413/810	0.3				007	01	06				1	6	2	1	2	30										
In-Process	J51505 Rt C002/810	0.6				045	02	06			5	3	5	2	5	80	5	30	G		74	15	30	180	100	180	
Official	J51506 Rt 1240/810	0.7				019	21	06				1	5	2	5	5	30										
Official	J51506 Rt 2390/10	0.2				019	21	06	2006	708	4	2	1	1	1	5	80	5	30	P	1,051	11	142	28	100	28	
Official	J51506 Rt 2390/20	0.3				019	21	06	2006	708	4	2	1	0	1	5	60	5	30	P	1,051	11	212		100		
Official	J51506 Rt 2390/30	0.6				019	21	06	2006	708	4	2	1	0	4	5	60	5	30	P	1,051	11	425		100		
Official	J51506 Rt 2441/810	1.1				019	21	06	2004	184	4	2	5	2	5	60	4	30	P		273	11	202	1,640	100	1,640	
Official	J51506 Rt 2441/820	0.3				019	21	06	2002	184	4	2	5	0	5	80	6	30	P		273	11	55		100		
Returned-To-FI	J51506 Rt FC01/810	0.1				019	04	06	2002	1686	4	2	5	0	5	80	5	30	P		2,504	11	169		100		
Returned-To-FI	J51506 Rt FC01/820		42-	9	30	019	04	06			4		5	0					30	P						100	
			C013500																								
			00000																								
Returned-To-FI	J51506 Rt FC01/830	1.2				019	04	06	2002	1686	4	2	5	0	5	80	5	30	P		2,504	11	2,023		100		
Official	J51506 Rt S168/810	1.6				019	21	06	2005	16700	1	2	3	0	1	5	80	5	30	P	24,800	2	3,065		11		
Official	J51506 Rt T001/10	0.3				019	21	06			5	3	1	1	1	0	1	30	G		74	15	15	350	100	350	
Official	J51506 Rt T002/10	0.1				019	21	06			5	2	1	1	1	0	3	30	G		74	14	5	127	100	127	
Official	J51506 Rt T003/10	0.1				019	21	06			3	1	1	1	1	0	2	30	E		37	18	3	77	100	77	
Official	J51506 Rt T004/10	0.1				019	21	06			5	3	1	1	1	0	3	30	G		74	15	5	127	100	127	
Official	J51506 Rt T004/20	0.1				019	21	06			5	3	1	1	1	0	2	30	G		74	15	5	117	100	117	
Official	J51506 Rt T005/10	0.2				019	21	06			3	1	1	1	1	0	3	30	E		37	18	5	169	100	169	
Official	J51506 Rt T006/10	0.1				019	21	06			3	1	1	1	1	0	3	30	E		37	18	3	84	100	84	
Official	J51506 Rt T007/10	0.1				019	21	06			3	1	1	1	1	0	2	30	E		37	18	3	77	100	77	
Official	J51506 Rt T008/10	0.1				019	21	06			5	2	1	1	1	3	40	4	30	G		74	14	5	127	100	127
Official	J51506 Rt T008/20	0.1				019	21	06			5	2	1	1	1	3	40	4	30	G		74	14	5	127	100	127
Official	J51506 Rt T008/30	0.1				019	21	06			5	2	1	1	1	4	40	4	30	G		74	14	5	109	100	109
Official	J51506 Rt T008/40	0.3				019	21	06			5	2	1	1	1	4	40	4	30	G		74	14	15	328	100	328
Official	J51506 Rt T008/50	0.1				019	21	06			5	2	1	1	1	0	1	30	G		74	14	5	117	100	117	
Official	J51506 Rt T009/10	0.2				019	21	06			5	2	1	1	4	4	40	4	30	G		74	14	10	219	100	219
Official	J51506 Rt T010/10	0.1				019	21	06			5	2	1	1	1	0	2	30	G		74	14	5	117	100	117	
Official	J51507 Rt 0165/810	0.3				033	05	06			1	5	2	4	5	30											
Official	J51507 Rt 0502/810	0.3				033	05	06			1	5	2	5	5	30											
Official	J51507 Rt 5027/810	0.9				033	05	06			1	5	2	4	5	30											
Official	J51508 Rt 0092/10	0.1				005	04	06			3	1	2	2	4	26	5	30	E		37	18	3	22	100	22	
Official	J51508 Rt 0092/810	0.6				005	04	06			1	5	2	4	5	30											
Official	J51511 Rt 0010/4	0.1				019	21	06			3	1	3	4	5	100	7	30	E		37	18			100		
Official	J51511 Rt 0126/10	0.1				019	21	06			3	5	2	4	4	80	6	30	E		37	18	3	22	100	22	
Official	J51511 Rt 0126/20	0.1				019	21	06			3	1	0	1	5	80	6	30	E		37	18	3		100		



# DATA REVIEWING AND UPDATING EXAMPLES

Time Frame	Data Set	Data Item
As needed, when new data is available	System Inventory	Road mileage
	System Inventory	Sidewalk and pedestrian paths
	System Inventory	Bike paths
Weekly, Monthly, Seasonally	System Inventory	Land use zones
	Traffic	Hourly traffic counts
	Transit	Ridership
	Finance	Construction expenditures
Annually	Bridge	Bridge structural inspection
	Finance	Revenue forecast
	Safety	Fatal crashes
Periodically	Demographics	Population
	Pavement	Condition survey
	Transit	Equipment condition

# Increase Pedestrian Use

## Data Collected

- Transit – added two new bus stops
- School – student increase by 10%
- Housing – new housing development

# Decision Makers

Minimum 3



Brick Path \$110,000.00



Asphalt Path \$60,000.00



Earthen Path \$9,000.00

# Conclusion

- Good data is essential for good transportation planning
- Data collection does not need to be expensive and complicated.
- “Bad” data can lead to bad decisions based upon it.
- Data maintenance is important