

ATTACHMENT FOUR

Approach Used In The Determination Of Socioeconomic Analysis Zones by the Maricopa Association of Governments

Socioeconomic Analysis Zones (SAZs) are defined as geographical subdivisions of the study area which are delineated as such for the purpose of projecting population and socioeconomic data and for cumulating information to Traffic Analysis Zones (TAZs) for transportation modeling.

SAZs are determined based on the following geographic considerations:

1. Planning area boundaries, census tracts, and previous SAZ boundaries should ideally coincide with zone borders to facilitate data collection.
2. Major streets form the outside borders of a zone. Ideally, no future or existing major street should penetrate a zone.
3. Barriers to travel such as canals, railroad tracks, freeways, mountains, and rivers are valid SAZ boundaries.
4. Ideally SAZ boundaries should not be bisected by rivers, roads or mountains.
5. Separate and distinct (non-homogeneous) land uses should ideally be delineated by a SAZ boundary.
6. Zones that are impractically small or excessively large in area or activity should be kept to a minimum.
7. Because it is easier to aggregate zonal data than to "break up" data into finer geographical units, a "detailed" zone system is preferred.
8. SAZs are cumulated to Regional Analysis Zones (RAZs) and RAZs to Municipal Planning Areas. Municipal Planning Areas reflect the planning service of a city or town.
9. SAZs may be modified when a jurisdiction annexes an area. If an annexation requires modification to the Municipal Planning Area, the SAZs may need to be modified accordingly.
10. Each projection series requires a reevaluation of Socioeconomic Analysis Zones (SAZs). If a SAZ is not split, the number remains the same in all projection series. If a SAZ is split, the old number is discarded and new unique numbers are assigned. This avoids invalid comparisons of new data to old data.