



**Baltimore Metropolitan Council**

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**2000 TRANSPORTATION  
ANALYSIS ZONE STRUCTURE**

*TASK REPORT 04-04*

**JANUARY 2004**

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# **2000 TRANSPORTATION ANALYSIS ZONE STRUCTURE**

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## **Transportation Planning Division**

**Harvey S. Bloom, Director**  
**Gene Bandy, Assistant Director**

**Paul Agnello**  
*Project Manager*

**Matthew de Rouville**  
**Brian Ryder**  
**Jacqueline Zee**  
*Contributing Staff*

JANUARY 2004

**Baltimore Metropolitan Council**  
**David Winstead, Executive Director**  
**2700 Lighthouse Point East, Suite 310**  
**Baltimore, Maryland 21224**

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## **I. Introduction**

The purpose of this report is to document the new 2000 transportation analysis zone (TAZ) structure the Baltimore Metropolitan Council (BMC) has developed in cooperation with its member jurisdictions (Baltimore City and Anne Arundel, Baltimore, Carroll, Harford, and Howard counties) and the Maryland Department of Transportation (MDOT). The development of the 2000 TAZ structure is one of several tasks the BMC has recently completed to enhance the Baltimore region travel demand model. The BMC maintains this model and uses it to generate traffic, transit, and air quality conformity forecasts as part of the transportation planning process.

The 2000 TAZ structure was developed from the 1998 TAZ structure using 2000 Census Geography as part of the Census Bureau's TAZ-Up Program. Staff Paper 00-4 (1998 Transportation Analysis Zone Structure) documents the 1998 TAZ structure. Most TAZs were defined as block groups or combinations of block groups. In Anne Arundel and Baltimore counties and Baltimore City; however, some TAZs remained or were specified below the block group level as collections of census blocks. No TAZs split census blocks. TAZs generally nest within the BMC's Regional Planning District geography; however, there are exceptions to this rule where TAZs split block groups.

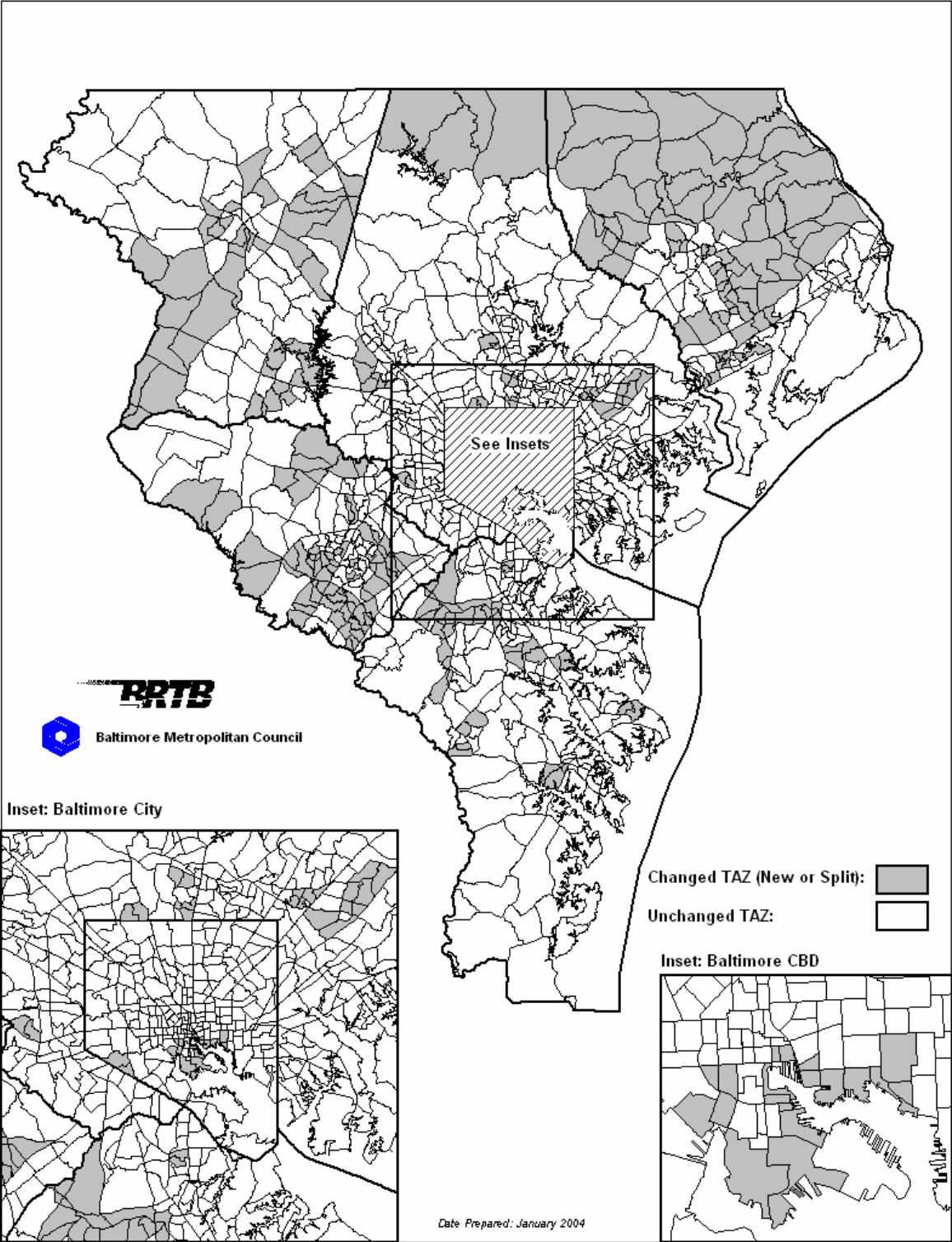
The new TAZ structure was developed to improve the accuracy of the Baltimore region travel demand model's forecasts and to create a smaller zone structure for use in corridor and local planning analysis. The smaller TAZ structure minimizes intrazonal trips, which are by nature excluded from zonal modeling and, therefore, better estimates traffic volume, VMT, and air quality emissions. Table II-1 shows the number of TAZs by jurisdiction in the 1998 versus the 2000 TAZ structure. The number of TAZs in the Baltimore region increased from 1,014 to 1,151.

A map showing the 2000 TAZ structure for the Baltimore Region Travel Demand Model is shown in Exhibit II-1. TAZs that were changed from the 1998 TAZ structure are shown in gray while TAZs that were not changed are white. Most of the 137 new TAZs that were added as part of the development of the 2000 TAZ structure are in outlying suburban areas well outside of the Baltimore Beltway (I-695). A total of 124 were located outside of the beltway compared to only 13 within the beltway. Of the TAZs added within the beltway, most were in the Inner Harbor or Towson areas. The Inner Harbor had nine TAZs added and Towson had three.

**Table II-1**  
**1998 vs. 2000 TAZ Structure by Jurisdiction**

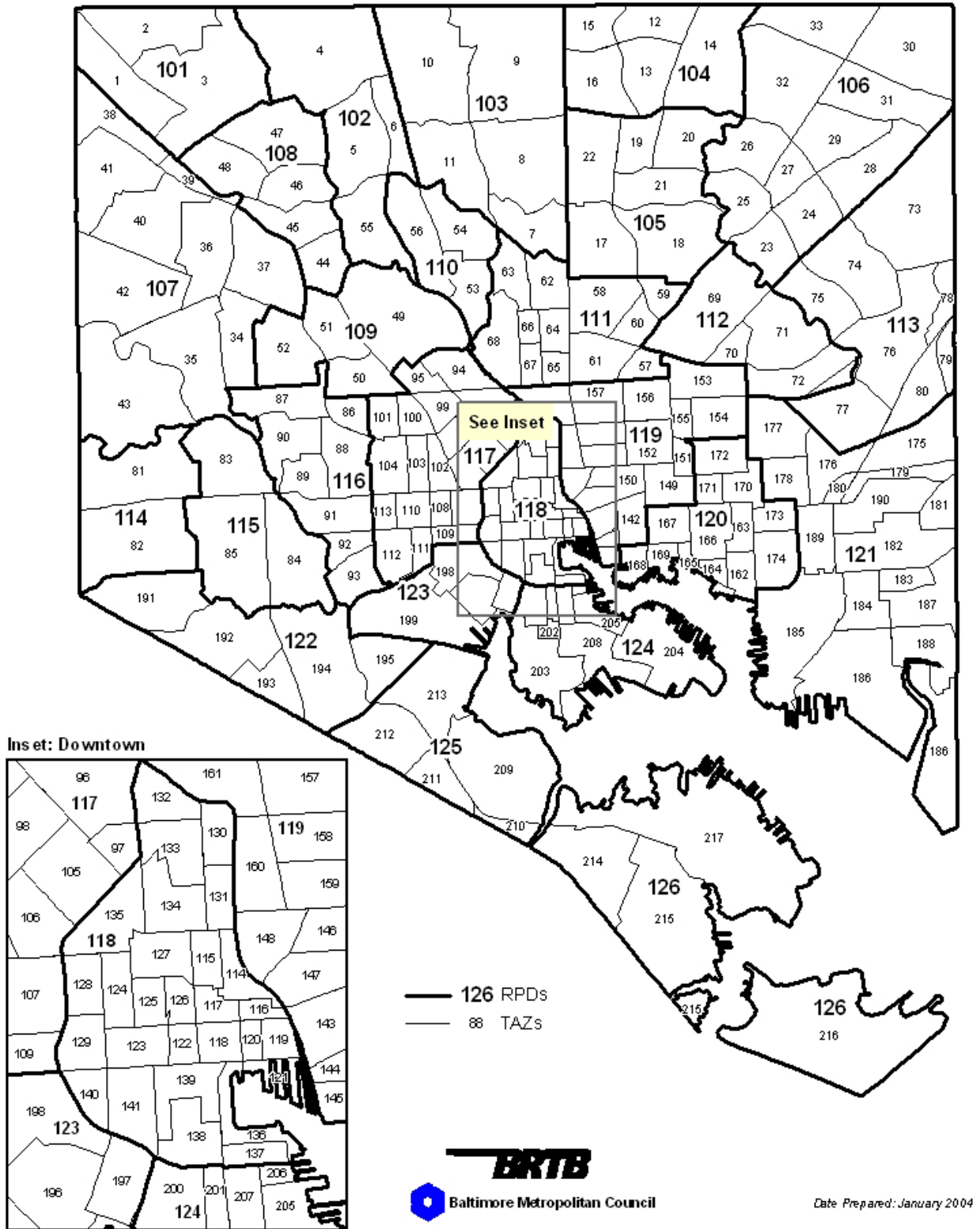
<b>Jurisdiction</b>	<b>1998 TAZs</b>	<b>2000 TAZs</b>	<b>Number of TAZs Added 1998 to 2000</b>	<b>1998 TAZ Numbering</b>	<b>2000 TAZ Numbering</b>
Baltimore	207	217	+10	1 to 207	1 to 217
Anne Arundel Co.	193	208	+15	208 to 400	218 to 425
Baltimore Co.	325	342	+17	401 to 725	426 to 767
Carroll Co.	76	95	+19	726 to 801	768 to 862
Harford Co.	100	140	+40	802 to 901	863 to 1,002
Howard Co.	113	149	+36	902 to 1,014	1,003 to 1,151
<b>Baltimore Region</b>	<b>1,014</b>	<b>1,151</b>	<b>+137</b>	<b>1 to 1,014</b>	<b>1 to 1,151</b>

# Exhibit II-1 Baltimore Region Transportation Analysis Zone Structure

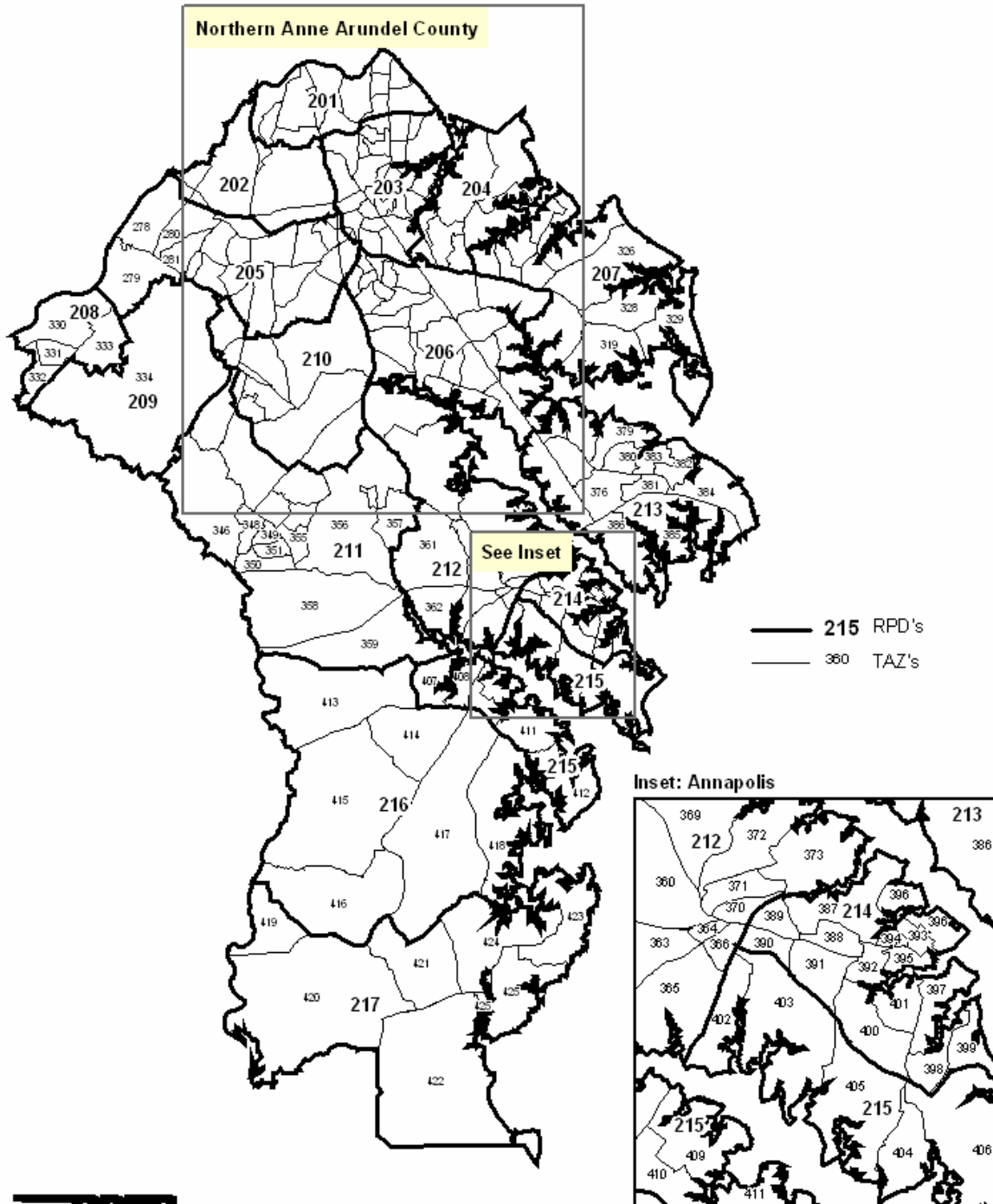


## **II. Transportation Analysis Zone Maps by Jurisdiction**

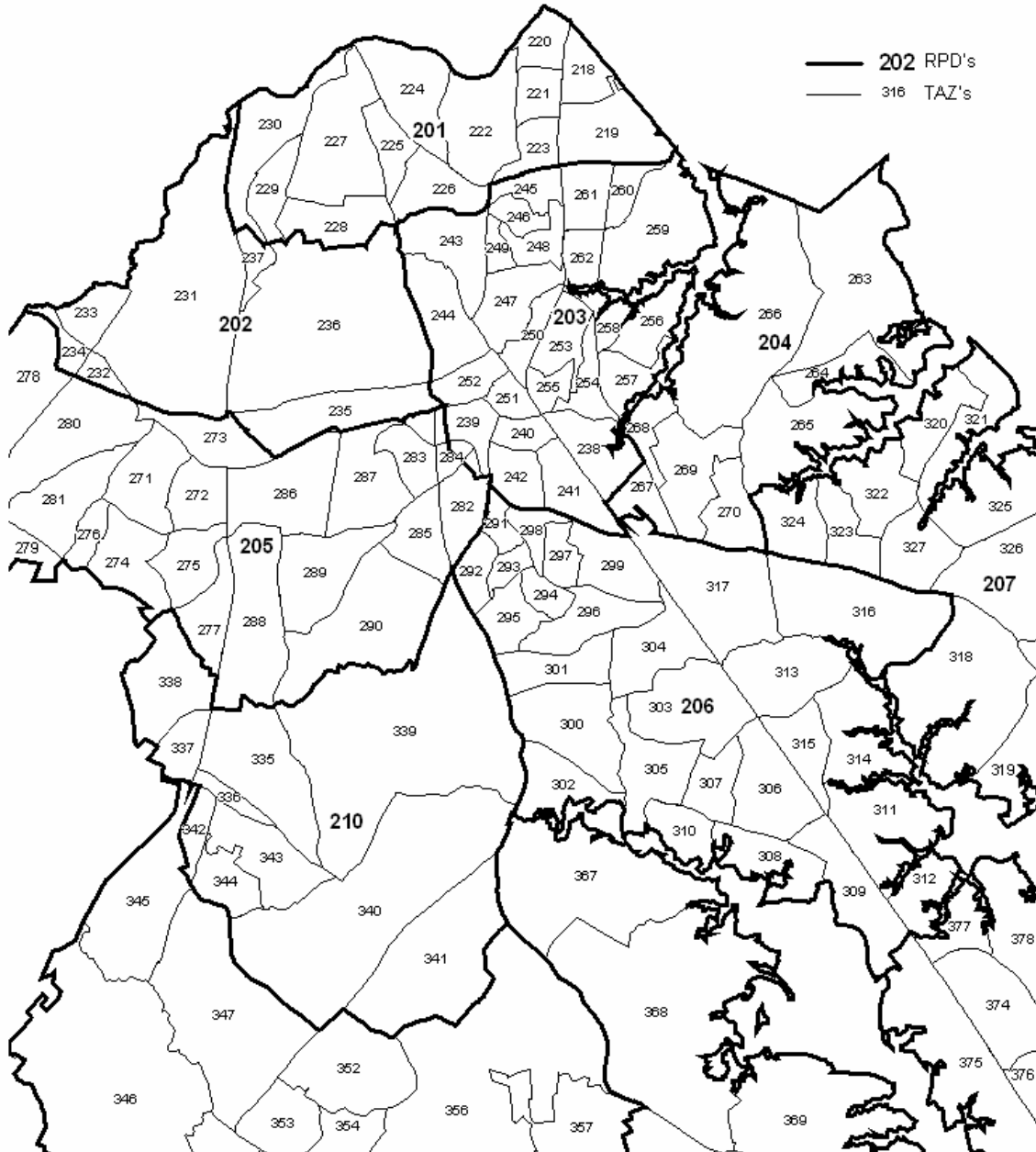
# Exhibit III-1 Baltimore City Transportation Analysis Zones



# Exhibit III-2 Anne Arundel County Transportation Analysis Zones

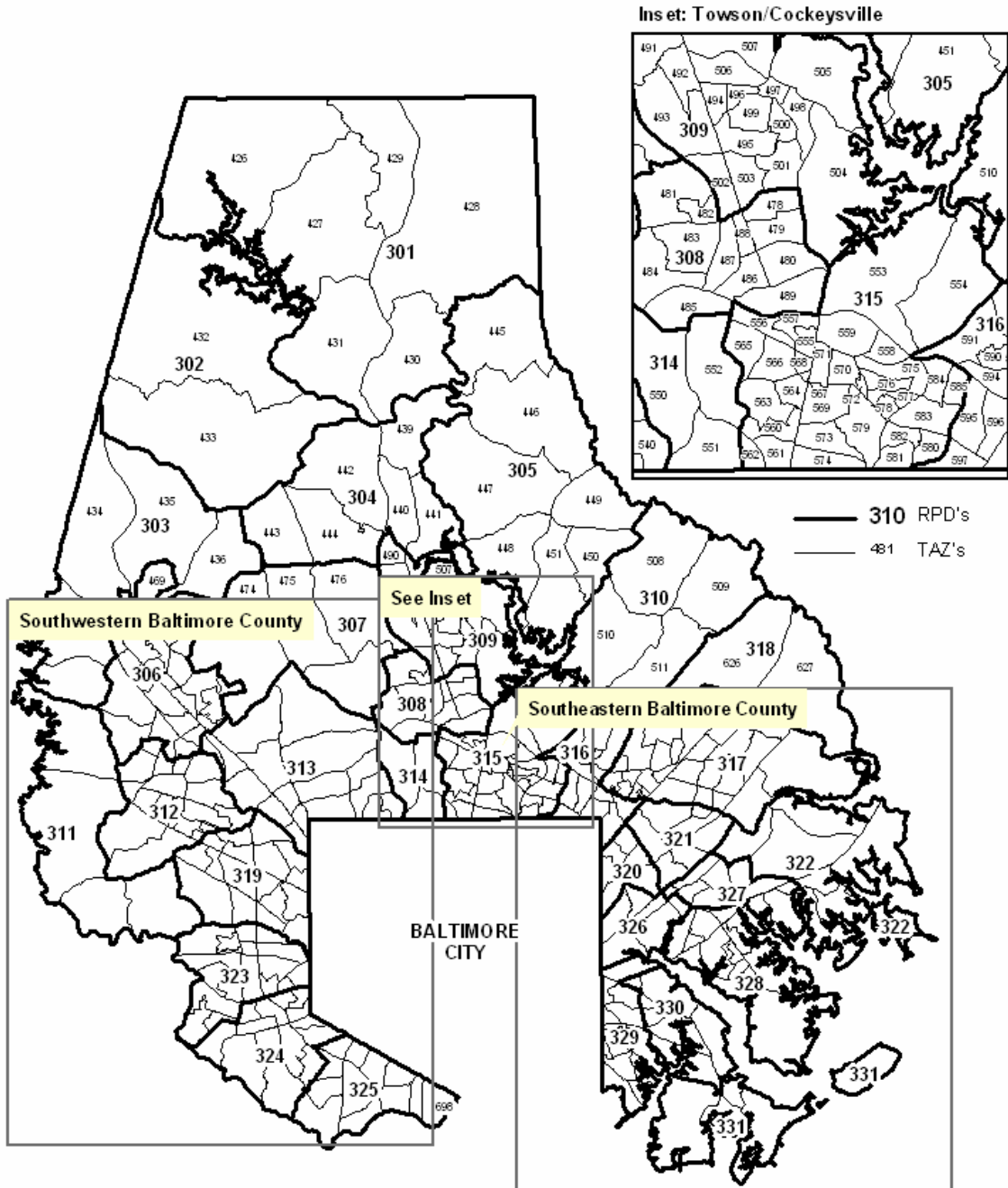


# Exhibit III-3 Northern Anne Arundel County Transportation Analysis Zones

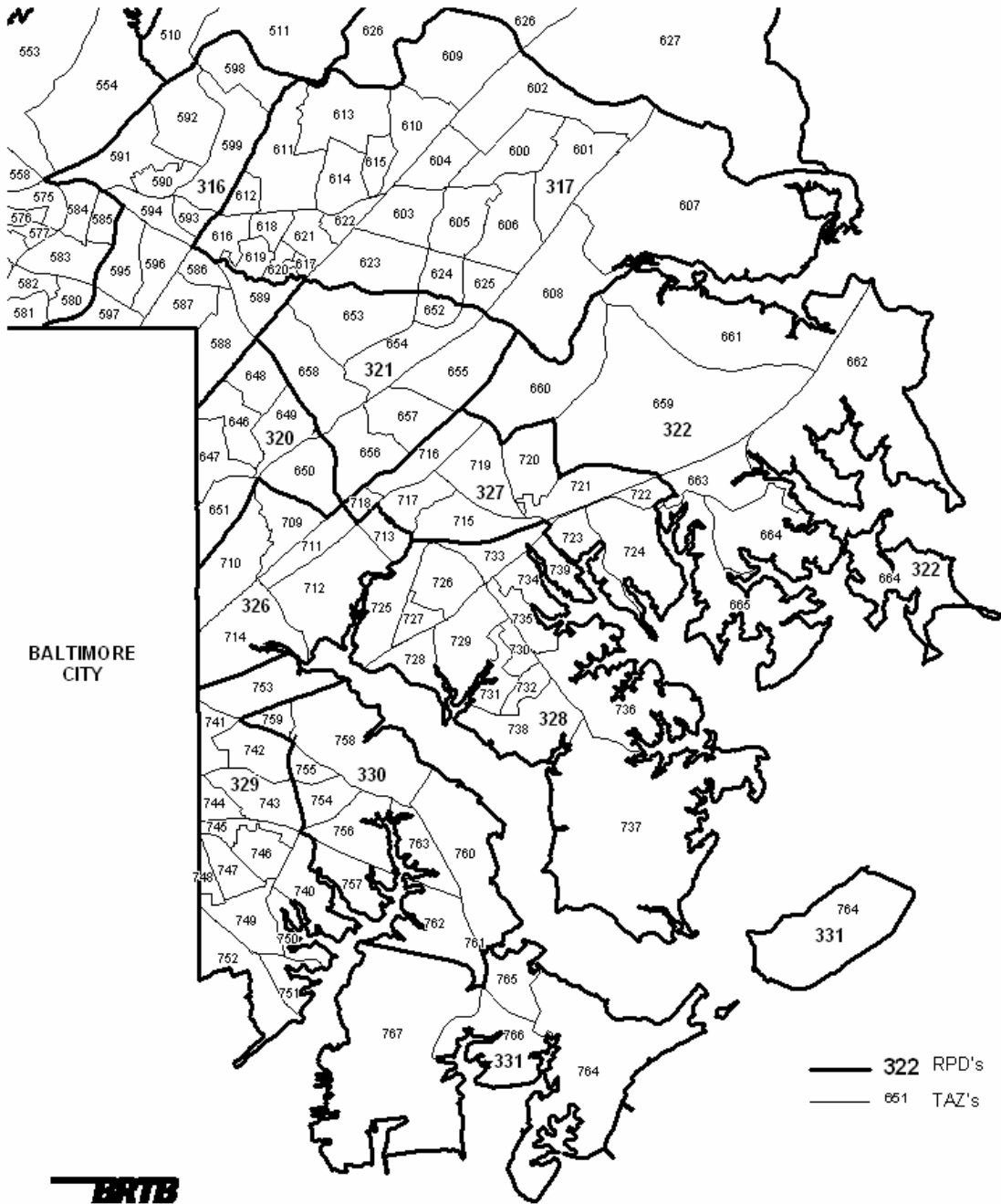


Date Prepared: January 2004  
NOTE: Transportation Analysis Zones do not always nest completely within Regional Planning Districts

# Exhibit III-4 Baltimore County Transportation Analysis Zones

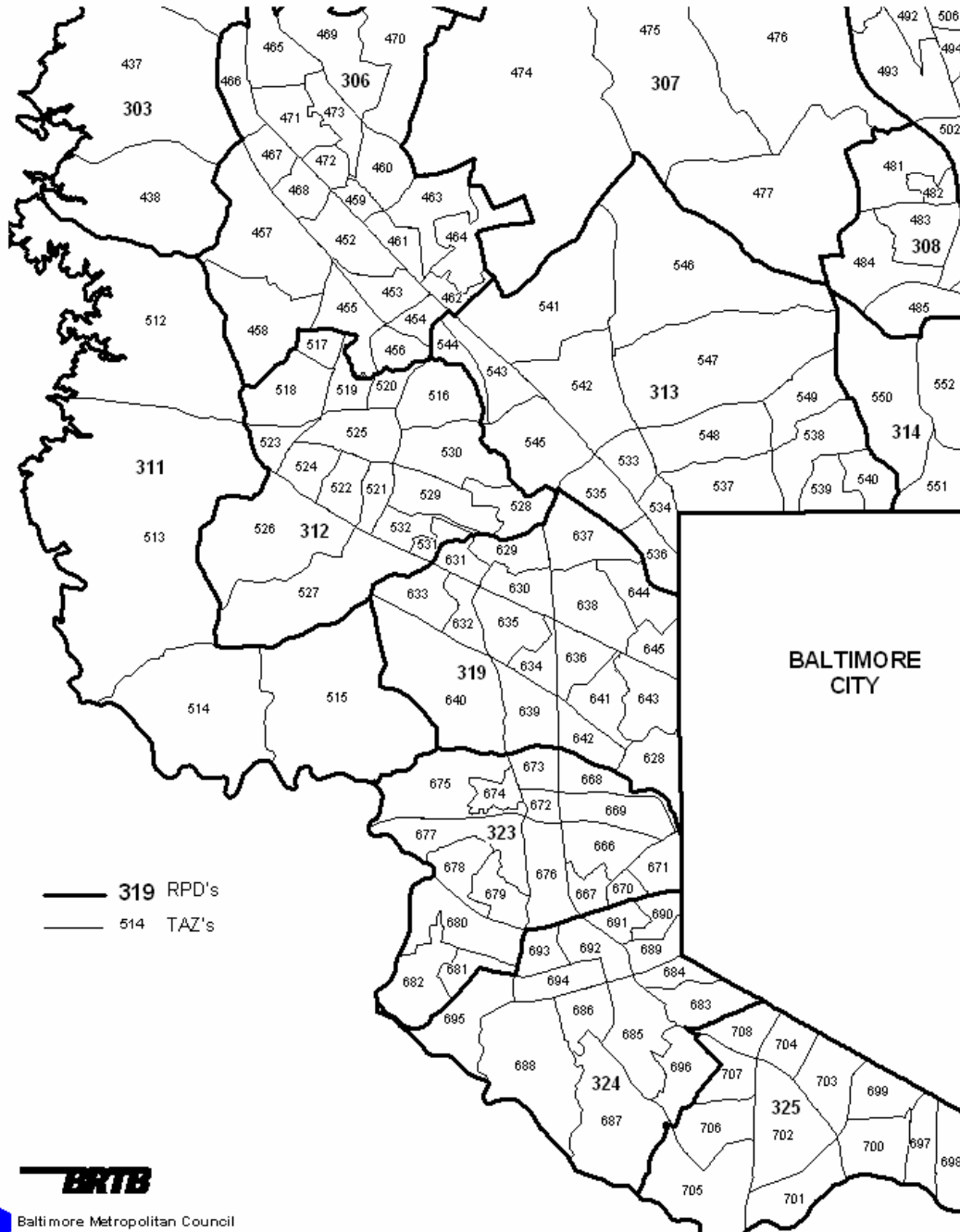


# Exhibit III-5 Southeastern Baltimore County Transportation Analysis Zones



# Exhibit III-6

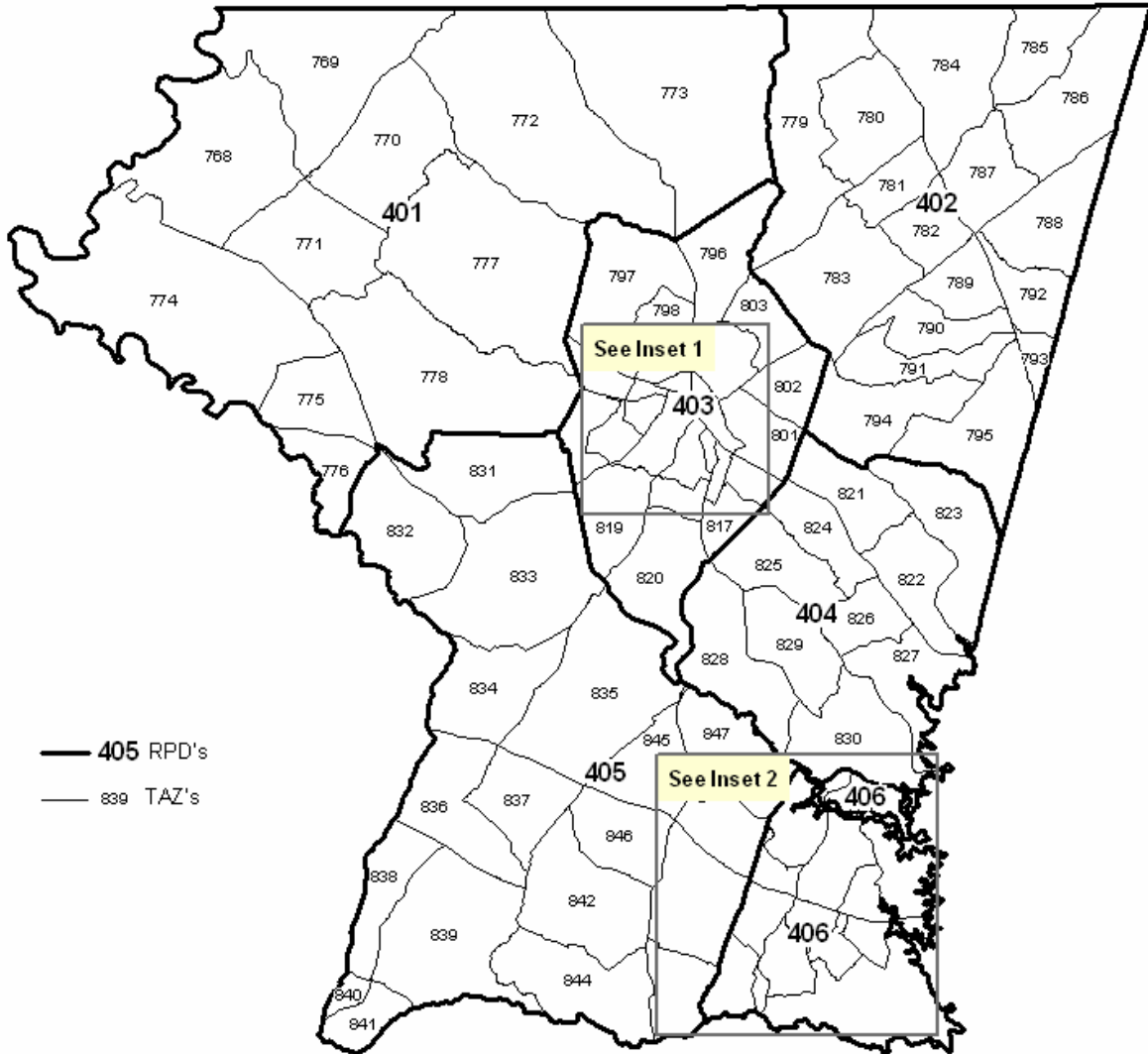
## Southwestern Baltimore County Transportation Analysis Zones



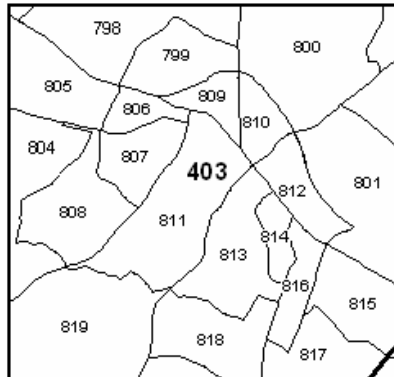
**BRTB**  
 Baltimore Metropolitan Council  
 Date Prepared: January 2004

*NOTE: Transportation Analysis Zones do not always nest completely within Regional Planning Districts*

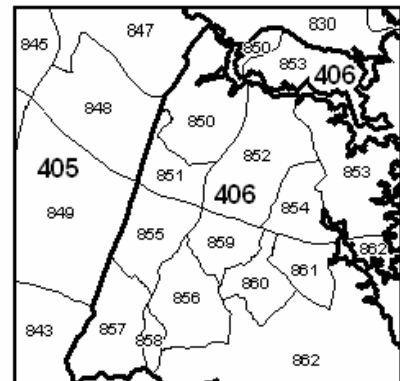
# Exhibit III-7 Carroll County Transportation Analysis Zones



**Inset 1: Westminster**



**Inset 2: Sykesville/Eldersburg**

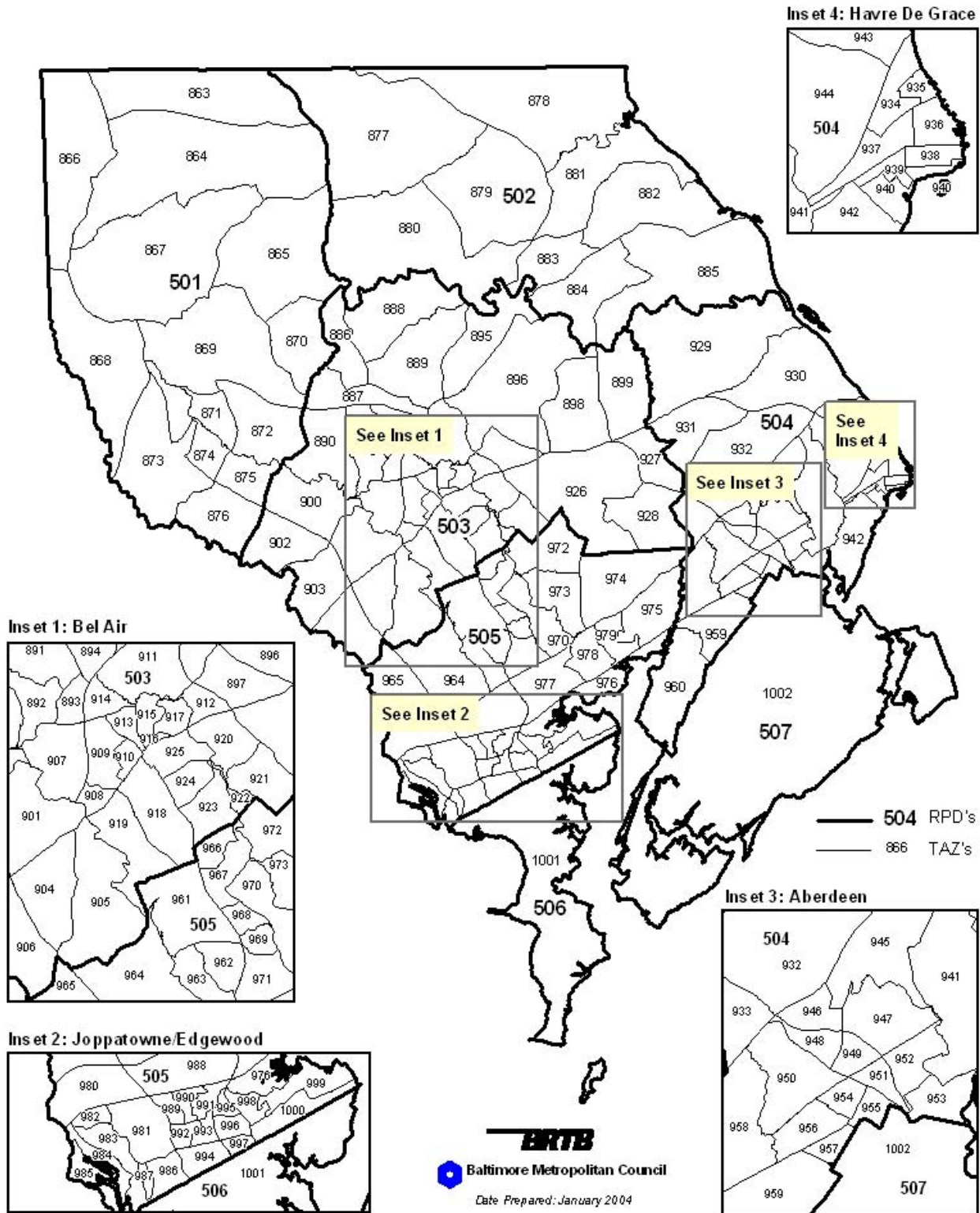


Baltimore Metropolitan Council

Date Prepared: January 2004

*NOTE: Transportation Analysis Zones do not always nest completely within Regional Planning Districts*

# Exhibit III-8 Harford County Transportation Analysis Zones



# Exhibit III-9 Howard County Transportation Analysis Zones

