

Fresno, CA

PROFILE: PHYSICAL ENVIRONMENT

PHYSICAL ENVIRONMENT: Population Density		123
	2000	
Metro Area	134.1	

Definition: Number of people per **square** mile of land area.

Notes: Population density for Denver metro **area** does not include Broomfield County, CO.

Source: U.S. Census Bureau, 2000 **Census**, Summary File 1.

PHYSICAL ENVIRONMENT: Metropolitan Power Diffusion Index		123
	2002	
Metro Area	6.2	

Definition: The Metropolitan Power Diffusion Index (MPDI) measures the extent to which power is concentrated or diffused among governments within a metro area. Higher indices reflect more deconcentrated power, where power is proxied by local government expenditures.

Notes: The MPDI is calculated as the sum of the square roots of the percentage contribution of each government in the metro area, where the percentage contribution refers to each government's share of the metro area's total government expenditures.

Source: Dr. David Y. Miller, University of Pittsburgh, analysis of U.S. Dept. of Commerce, Bureau of the Census, Census of Governments, 2002.

PHYSICAL ENVIRONMENT: Number of Governments		123
	2002	
Metro Area	172	

Definition: This indicator provides the number of general purpose governments, such as counties, cities, towns, etc., and single-purpose governments, such as school districts, utility authorities, and special districts, in the metro area.

Source: Dr. David Y. Miller, University of Pittsburgh, analysis of U.S. Dept. of Commerce, Bureau of the Census, Census of Governments, 2002.

PHYSICAL ENVIRONMENT: Land Area (square miles)		123
	2000	
Metro Area	5,962.7	

Definition: Land area in square miles.

Notes: Land area for Denver metro area does not include Broomfield County, CO.

Source: U.S. Census Bureau, 2000 Census, Summary File 1.

PHYSICAL ENVIRONMENT: Annual Cost of Traffic Congestion Per Peak Traveler	123
	Metro Area
1982	\$117
1983	\$119
1984	\$131
1985	\$123
1986	\$138
1987	\$40
1988	\$161
1989	\$192
1990	\$207
1991	\$210
1992	\$218
1993	\$239
1994	\$235
1995	\$250
1996	\$270
1997	\$286
1998	\$338
1999	\$372
2000	\$418
2001	\$373
2002	\$367
2003	\$360
2004	\$364
2005	\$396
2006	\$412
2007	\$429

Definition: Dollar value of travel delay and extra fuel consumed in traffic congestion annually per peak traveler.

Notes: Includes only "urban area" of metro area, defined as those areas with population density over 1,000 people per square mile.

Source: Texas Transportation Institute, "2009 Urban Annual Mobility Report" <http://mobility.tamu.edu/ums/>

PHYSICAL ENVIRONMENT: Annual Hours of Delay Due to Traffic Congestion Per Peak Traveler	123
	Metro Area
1982	12
1983	12
1984	12
1985	11
1986	13
1987	3
1988	14
1989	15
1990	16
1991	15
1992	15
1993	16
1994	16
1995	16
1996	17
1997	18
1998	21
1999	23
2000	24
2001	21
2002	21
2003	20
2004	19
2005	20
2006	20
2007	20

Definition: The extra travel time due to congestion for an area divided by an estimate of the number of people traveling by a motorized mode during the peak periods (6 to 9 a.m. and 4 to 7 p.m.).

Notes: Includes only "urban area" of metro area, defined as those areas with population density over 1,000 people per square mile.

Source: Texas Transportation Institute, "2009 Urban Annual Mobility Report" <http://mobility.tamu.edu/ums/>



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