



Hennepin County Transportation Department

1600 Prairie Drive
Medina, MN 55340-5421

612-596-0300, Phone
763-478-4000, FAX
763-478-4030, TDD
www.hennepin.us

May 17, 2006

Don Elwood
City of Minneapolis Public Works
350 South 5th Street - Room 203
Minneapolis, MN 55415

RE: CSAH 22 – Lyndale Avenue South
9 Foot Parking Lane Variance – (Standard 10 Foot)
North of West 50th Street to West 38th Street

Dear Mr. Elwood

On behalf of Hennepin County Transportation I respectfully request that this 9 foot parking lane width variance be presented to City Council for a resolution supporting the design.

Find attached the Hennepin County - Public Works request for State Aid Variance to Minnesota Rule 8820.9946 Geometric Design Standards, Urban; Reconditioning Projects. The existing parking lane width for Lyndale Avenue South between North of West 50th St. to West 38th Street is 9 foot. The County wishes to propagate this parking width as described in the document "Lyndale Avenue: A Vision" which was approved by City Council Resolution in March 1997. Preliminary Layout #1 was reviewed by the City's Capital Projects Task Force on August 29, 2005, approved by the City's Transportation & Public Works Committee on October 25, 2005, and lastly approved by City Council on November 4, 2005. All approvals concurred with the plan to request a State Aid variance for 9 foot parking lane widths.

Since the approval in November 2005, the County in coordination with Minneapolis Public Works has proceeded with plan development. The plan is now 50% complete. The project would require a temporary right of way easement with Minneapolis Parks north of the Minnehaha Creek bridge in preparation for the future federal funded bridge replacement project. All the remaining construction is anticipated to fall within the existing 100 foot wide highway easement. Although there are many aspects left to address, the schedule is anticipated to be the following:

SA Variance Committee considers the 9 foot parking variance request – September 2006
City Council Action for signal designs, lighting designs, city utility improvements and streetscape element petition processing all need to be final by October 2006.
Plan specifications assembled – October 2006
City Council final plan and cooperative agreement approval – November 2006
Bid opening – January 2007
Contract award – March 2007
Construction start – June 2007
Project completion – June 2008

If you have questions, please contact me at 612-596-0396.

Sincerely,

Guy K. Nowlan, P.E.
Senior Project Manager

C: File, JNG, CMT, NAP, J. Wertjes, B. Fellows



**REQUEST FOR VARIANCE FROM STATE AID STANDARDS
LYNDALE AVENUE SOUTH IN THE CITY OF MINNEAPOLIS**

**REQUEST FOR VARIANCE FROM STATE-AID STANDARDS
TO THE
MINNESOTA DEPARTMENT OF TRANSPORTATION
FOR
LYNDALE AVENUE SOUTH
(HENNEPIN COUNTY STATE AID HIGHWAY 22)
WEST 31ST STREET TO WEST MINNEHAHA CREEK PARKWAY
BETWEEN
WEST 38ST STREET AND WEST 50th STREET
IN
THE CITY OF MINNEAPOLIS**

**PRESENTED BY
HENNEPIN COUNTY
TRANSPORTATION DEPARTMENT**

MAY 19, 2006

Table of Contents

Report Section	Page
1. Variance Requested and Standard from which this Variance is Requested	3
2. Project Description	3
3. Reasons for the Variance Request	5
4. Effectiveness in Elimination of Projected Deficiency in the Transportation System	6
5. Economic Impacts	6
6. Social Impacts	7
7. Environmental Impacts	7
8. Safety Impacts	7
9. Effect on Adjacent Lands	8
10. Number of Persons Affected	8
11. Safety Conclusions	8
12. Conclusions	9
Appendix	Page
1. General Location Map	A1
2. Detailed Location Map	A2
3. Typical Sections and Detailed Plan	A3- A19
4. Streetscape Examples	A20
5. Accident Statistics	A21

Variance Requested and Standard from which this Variance is Requested

Hennepin County requests that the Commissioner of Transportation grant the following variance from Minnesota Rule 8820.9946 Geometric Design Standards, Urban; Reconditioning Projects:

Lyndale Avenue South (CSAH 22) between West 38th Street and West 50th Street for parking lane width:

Standard: Ten-Foot Width

Proposed: Nine-Foot Width (Also Existing Condition)

Project Description

PROJECT BACKGROUND

Project Location

The project's location is illustrated in the appendix by Figure 1 and Figure 2, the general location map and detailed location map, respectively.

Jurisdictional History

Lyndale Avenue South (CSAH 22) came under the jurisdiction of Hennepin County in two separate interagency agreements. In 1988, the portion of the corridor between 50th Street and the Minnehaha Creek was transferred from the Minnesota Department of Transportation. In 1994, the portion of the corridor between 50th Street and Lake Street was transferred from the City of Minneapolis.

Functional Classification

Lyndale Avenue South (CSAH 22) is functionally classified as an "A" Minor Arterial by the Hennepin County Transportation Department.

EXISTING CONDITIONS

Existing Typical Roadway Sections

Between 31st Street and 38th Street the corridor is 100 feet wide, with a 54-foot wide roadway and 23-foot wide sidewalk/boulevard area on each side of the roadway. The 54-foot roadway generally consists of two (4) 10-foot lanes, and two (2) 7-foot parking lanes without peak hour parking restrictions.

Between 38th Street and Minnehaha Parkway the corridor is 100 feet wide, with a 40-foot wide roadway and 30-foot wide sidewalk/boulevard area on each side of the roadway. The 40-foot roadway generally consists of two (2) 11-foot lanes, and two (2) 9-foot parking lanes. A peak hour parking restriction exists for both morning and afternoon peak hours (7-9 AM & 4-6 PM), doubling the effective traffic lanes to two lanes in each direction. The vehicles rarely travel abreast of one another but travel in a staggered pattern.

The corridor's pavement condition and age make it a candidate for road reconditioning. The county last applied an overlay in summer 1997.

PROPOSED CONDITIONS

Proposed Typical Roadway Sections

From 31st Street to 38th Street the corridor is 100 feet wide, with a 54-foot wide roadway and 23-foot wide sidewalk/boulevard area on each side of the roadway. The 54-foot roadway generally consists of two (2) 12-foot lanes, two (2) 10-foot parking lanes, and one (1) 10-foot median along the centerline of the corridor. The medians are truncated back from the intersections to provide for one (1) 14-foot protected single left turn lane.

From 38th Street to south of 49th Street the corridor is 100 feet wide, with a 40-foot wide roadway and 30-foot wide sidewalk/boulevard area on each side of the roadway. The 40-foot roadway consists of two (2) 11-foot lanes plus two (2) 9-foot parking lanes. The 9-foot parking lanes are protected with bump outs, which are located approximately 170 feet from the intersections. The length between intersection and bump out is posted as a no-parking zone and is an area used for developing an additional lane at each intersection, thus reducing each block's parking zone. The remaining 9-foot parking zone is between the proposed bump outs. A single left turn lane for both southbound and northbound is provided at each intersection.

From south of 49th Street to Minnehaha Creek the corridor is 100 feet wide, with a 48-foot wide roadway and 26-foot wide sidewalk/boulevard area on each side of the roadway. This condition is proposed at the 50th Street intersection, and at the 51st Street offset intersection. Lyndale Avenue southbound at westbound Minnehaha Parkway intersection has a median island introduced to align the lanes with the proposed federally funded bridge replacement typical section, consisting of a 50-foot wide three lane with a shoulder section. An area between the wider roadway sections at 50th Street, 51st Street, and westbound Minnehaha Parkway, the corridor is 100 feet wide, with a 40-foot wide roadway and 30-foot wide sidewalk/boulevard area on each side of the roadway. These areas have one (1) 9-foot parking lane on each side of the traveling lanes.

In summary, one (1) 10-foot parking lane is proposed for each side of the traveling lanes between 31st Street and 38th Street. One (1) 9-foot parking lane is proposed for each side of the traveling lanes between 38th Street to south of 49th Street and between the widened intersections of 50th Street, 51st Street, and westbound Minnehaha Parkway.

Reconditioning Description

The reconditioning of Lyndale Avenue is proposed in association with an ongoing rehabilitation/maintenance program by Hennepin County and the City of Minneapolis. In addition to the rehabilitation of the roadway, the corridor will receive significant streetscape and landscape enhancements. Hence, new concrete curb and gutter, roadway pavement, street lighting, traffic signal system updates, trees, and other street amenities such as trash receptacles are proposed as part of this project. The new street is expected to be a community focal point that not only improves roadway operations, but will also improve the safety of pedestrians and the pedestrian experience. This project is one of several projects that together will provide for the reconditioning and streetscape of Lyndale Avenue between Franklin Avenue and 56th Street.

To gain public input and support for this, the first of several projects, the City of Minneapolis formed an advisory committee comprised of neighborhood and business representatives. In 1994, the community developed its own vision document (“Lyndale Avenue: A Vision” – March 1997) that conveys the consensus interests of the community with respect to this project. Nearly every month from October 1994 through 1996, meetings took place that resulted in the document noted above. The proposed reconditioning is an aggregate of these community interests. In March 1997, the City of Minneapolis demonstrated their approval of the community document by passing a council resolution for its support. In summer 1997 Hennepin County chose to overlay the roadway and delay the full reconditioning because the pavement was in a deteriorated condition. In May 2003, Hennepin County held public informational meetings to renew the idea of reconditioning Lyndale Avenue. During a period spanning October 2004 thru April 2005 the ten bordering neighborhood associations were visited to ask for volunteers to participate on a steering committee. In September 2005, the Lyndale Avenue Streetscape Committee was formed to gather the community input for streetscape and landscape elements. The committee met monthly from September 2005 through May 2006. In November 2005, the City of Minneapolis Council approved preliminary Layout 1 which is a graphic depiction consistent with the community’s document, “Lyndale Avenue: A Vision.”

Property along the corridor is a mix of service, retail, restaurant, and mostly residential uses. These uses were carefully considered during the development of the project’s proposed conditions and typical sections.

Reasons for the Variance Request

Hennepin County, in association with the City of Minneapolis, is reconditioning Lyndale Avenue to serve the various transportation needs of the community and the region now and for many years into the future. Not only automobile, but transit, pedestrian and bicycle needs have also been considered. In meeting after meeting, the common theme heard through public input was that the proposed roadway should not be any wider than the roadway that exists today, yet on-street parking and pedestrian safety were also noted by the general public. This theme is consistent with the ideas proposed in “Lyndale Avenue: A Vision”, a document developed by the community in 1997.

In an effort to balance the needs of vehicular movement, on-street parking and pedestrians, a recommended alternative (Pages A3 through A19) was prepared. All State Aid rules are met with this recommended alternative, with the exception of the parking lane width through a portion of the proposal.

The benefits of maintaining the existing 9-foot vs. State Aid standard 10-foot parking lane width are:

- By maintaining the existing 9-foot parking lane width and thus 40-foot roadway width, streetscape amenities will enhance the experience of the corridor users by providing an appealing and safe pedestrian realm. Where parking occurs, bump outs will be provided, thus establishing a physical and tangible barrier between the pedestrians on the sidewalk and the traveled lane of the roadway.

VARIANCE ZONE: 38TH STREET TO NORTH OF WEST 50TH STREET

- Maintaining the existing curb line allows for the possibility of maintaining existing mature street trees along the corridor. The canopies of the trees extend beyond the existing curb line, indicating that any additional widening could be harmful to this important neighborhood resource.
- The project will provide safer and better-defined parking and loading zones along the corridor with the use of bayed parking without peak hour parking restrictions. This will increase the occurrence of daily around the clock street parking where peak hour restrictions currently exist.
- Maintaining the existing 9-foot parking lane width will also maintain a valuable pervious surface area in the boulevards and thus serve as a storm water quality Best Management Practice (BMP). Inclusion of this BMP is essential to protecting Minnehaha Creek, one of two direct discharge points for the project, as it is listed as an impaired water body. The inclusion of other storm water BMPs is difficult since the project is located within a fully-developed urban area.
- Granting a parking width variance will provide corridor continuity within the variance zone.

Effectiveness in Elimination of Projected Deficiency in the Transportation System

The current (2006) Average Daily Traffic (ADT) within the corridor (averaged and projected by applying an annually compounded growth of 1% to 2004 counts) is 14,100. This reconditioning project will be designed to accommodate the existing ADT. All signalized intersections will be optimized to reduce delay and increase safety where possible. Left turn lanes are proposed for both northbound and southbound on Lyndale Avenue at all intersections and right turn lanes proposed for northbound on Lyndale Avenue at both 36th Street and 46th Street.

Economic Impacts

Although the Lyndale Avenue corridor has experienced a resurgence of activity, and thus pedestrian presence, it is relatively compact in nature, with businesses' building faces at the right of way line. By reconditioning the street to its existing width, the project will improve the public space for the many modes of travel used by the community and regional travelers without the need to acquire right of way.

The Lyndale Avenue corridor within this segment of the project has been established as a Commercial Corridor north of 36th Avenue and a Community Corridor south of 36th Avenue in the Minneapolis Comprehensive Plan. As such, numerous businesses currently exist on both sides of this urban corridor. These businesses range from retail and service to restaurant and entertainment, and represent a wide variety of ethnic origins. Because many of the businesses within the corridor do not have significant parking spaces available in adjacent lots, the on-street parking spaces are very important to the vitality of these businesses. The project is expected to enhance the economic vitality of this corridor. The elimination of peak hour parking restrictions and continuation of the 9-foot parking lane in residential areas south of 38th Street will allow 24/7 usage of the fronts of properties, promote pedestrian activity, and have minimal impact to mature boulevard trees.

Social Impacts

Granting a parking width variance to support the project will not have a negative social impact. In fact, it is with this project that positive social impacts are expected to be seen through the use of the streetscape and landscape enhancements. Hennepin County and City of Minneapolis staff continue to meet with residents to develop a more detailed streetscape and landscape plan.

Environmental Impacts

Granting a parking width variance along the corridor will have no detrimental environmental impact. In fact, denying the variance will mandate the elimination or impact of 106 existing trees and reduce the amount of green space available.

The storm water collection system for the corridor will be improved to provide additional treatment of the runoff from streets, sidewalks, and parking lots prior to discharge to the Mississippi River or Minnehaha Creek. Currently, no storm water treatment exists for the run off from this corridor. The proposed treatment will likely be in the form of green borders adjacent to existing parking lots to filter storm water, and storm water manholes that remove particulate matter from the run off. It is the intent of this project to meet the criteria set forth by the new National Pollutant Discharge Elimination System (NPDES) requirements, and would be a significant improvement over the low quality of water that is currently discharged from this corridor today.

Safety Impacts

Granting a parking width variance along the corridor will have no detrimental safety impact. An analysis of historical segment and intersection accidents was completed and nowhere along this segment of the corridor does the accident rate exceed the critical rate. Side swipe and rear end accidents were also studied for this segment of the corridor, with 75 and 70 recorded for the last 3-year period on record. See Accident Statistics in A21 of the Appendix. The anticipated elimination of select driveways within the corridor should reduce the total number of accidents along the corridor.

The proposed project will also improve pedestrian and transit passenger safety. Reduced street widths (from bayed parking) and the inclusion of bump outs will reduce residents' exposure to moving vehicles. Improved crosswalk delineation and new traffic signal systems (with pedestrian count-down timers) will also improve the safety of pedestrians as they cross this street. The proposed project will comply with the requirements of the Americans with Disabilities Act (ADA), including the installation of truncated dome pedestrian ramps at each intersection.

Effect on Adjacent Lands

Granting a parking width variance along the corridor will have no detrimental effect on adjacent lands. The project will provide a new lighting system and other streetscape and landscape items to improve the pedestrian security and use of the corridor. These amenities will encourage pedestrian activity up and down the corridor and to the surrounding neighborhoods- to restaurants and services, places of employment or simply to the transit stop. (Figure A20 illustrates a sample streetscape at one of the higher visibility nodes within the corridor.)

Number of Persons Affected

An inventory of properties along the Lyndale Avenue corridor between 31st Street and the Minnehaha Creek indicates over 25 businesses or buildings enjoy access to or have frontage along Lyndale Avenue. The Lyndale Avenue businesses employ and/or serve several hundred people daily. In addition, select transit routes traverse the corridor. Enhanced street lighting, landscaping, and furniture will benefit the employee and visitor population as they travel through the corridor- whether via automobile, bus, bicycle, or walking.

Safety Conclusions

PEDESTRIANS AND BICYCLISTS

With on-street parking available, pedestrians will experience an added sense of security, as a physical barrier will exist between pedestrians and vehicles traveling through the corridor.

Although no on-street bicycle lanes will be provided within this corridor, the use of bicycles on the street are not precluded. However, based on traffic volumes and the existence of one-way streets in the area, it is unlikely that bikers will be attracted to use Lyndale Avenue for cycling mobility. It is more likely that bikers would use Lyndale Avenue for local cycling access to businesses, parks, the Minnehaha Creek, and personal residences.

MOTORING PUBLIC

With the installation of new traffic signal systems, the elimination of select driveways, and a ten-foot median, the frequency of accidents within this corridor is expected to be reduced. In addition, by maintaining the on-street parking there will likely be a reduction in vehicle speeds within the corridor.

FIRE, POLICE, AND EMERGENCY UNITS

The project will have a positive impact on safety levels for fire, police, and emergency units as all signals will be equipped with the Emergency Vehicle Pre-emption Systems (EVP).

Conclusions

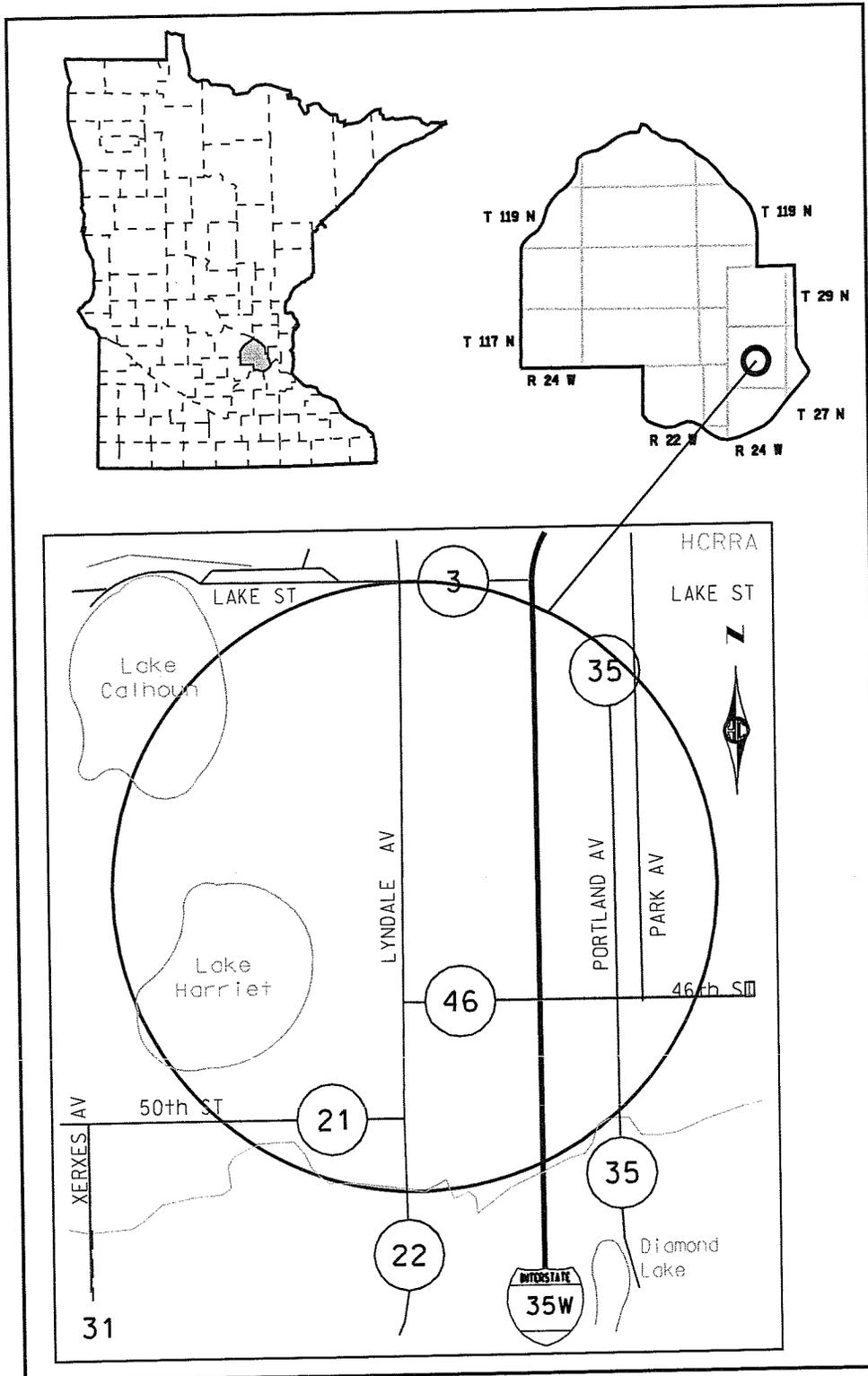
The Lyndale Avenue (CSAH 22) corridor is in need of reconditioning. Coinciding with the scheduled repairs, Hennepin County is providing local funding to help construct the streetscape that is vital to this project. The City of Minneapolis and the adjacent property owners will share in a portion of the cost. By investing in this corridor as a place not only for automobile traffic traveling through the corridor, but also as a destination, the City of Minneapolis and Hennepin County hope to increase the pedestrian activity. This, in turn, will enhance the economic vitality of the businesses along the Lyndale Avenue corridor.

The requested variance will not adversely affect traffic operations but will retain room for on-street parking as well as pedestrians and streetscape amenities. Safety improvements at crosswalks, construction of new street and sidewalk lighting, new signal systems, and a ten-foot median, will contribute to a safer and more desirable destination for all modes of travel. By granting this variance request, the delicate balance between vehicular space, pedestrian space, and green space can be maintained while retaining the necessary on-street parking needed for the vitality of the businesses and enjoyment of residents within this corridor. The canopy of mature trees will continue to be a distinguishing feature of the corridor.

LYNDALE AVENUE SOUTH (HENNEPIN COUNTY STATE AID HIGHWAY 22)
BETWEEN 31ST STREET & WESTBOUND WEST MINNEHAHA CREEK PARKWAY
IN THE CITY OF MINNEAPOLIS

VARIANCE ZONE: 38TH STREET TO NORTH OF WEST 50TH STREET

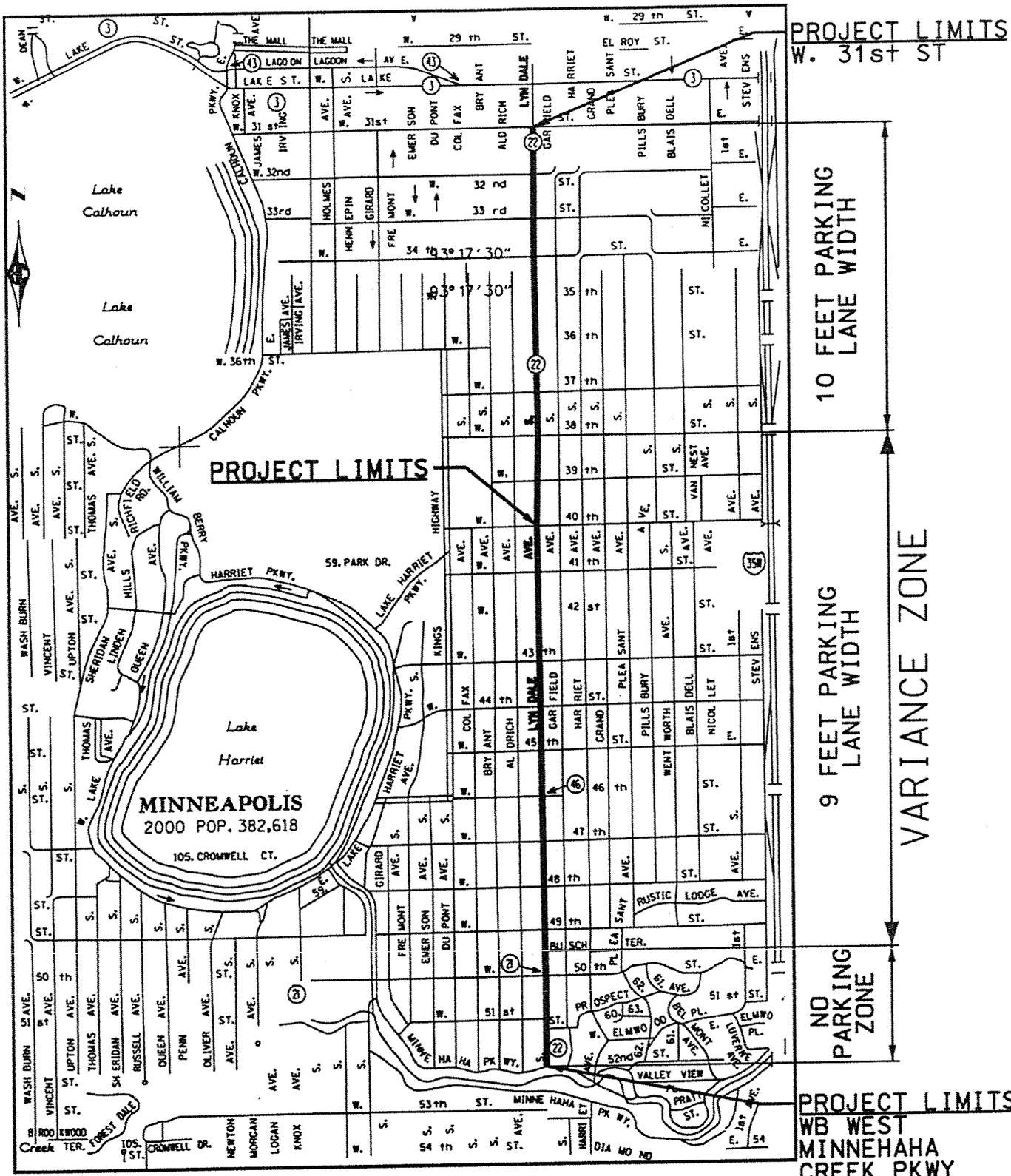
APPENDIX



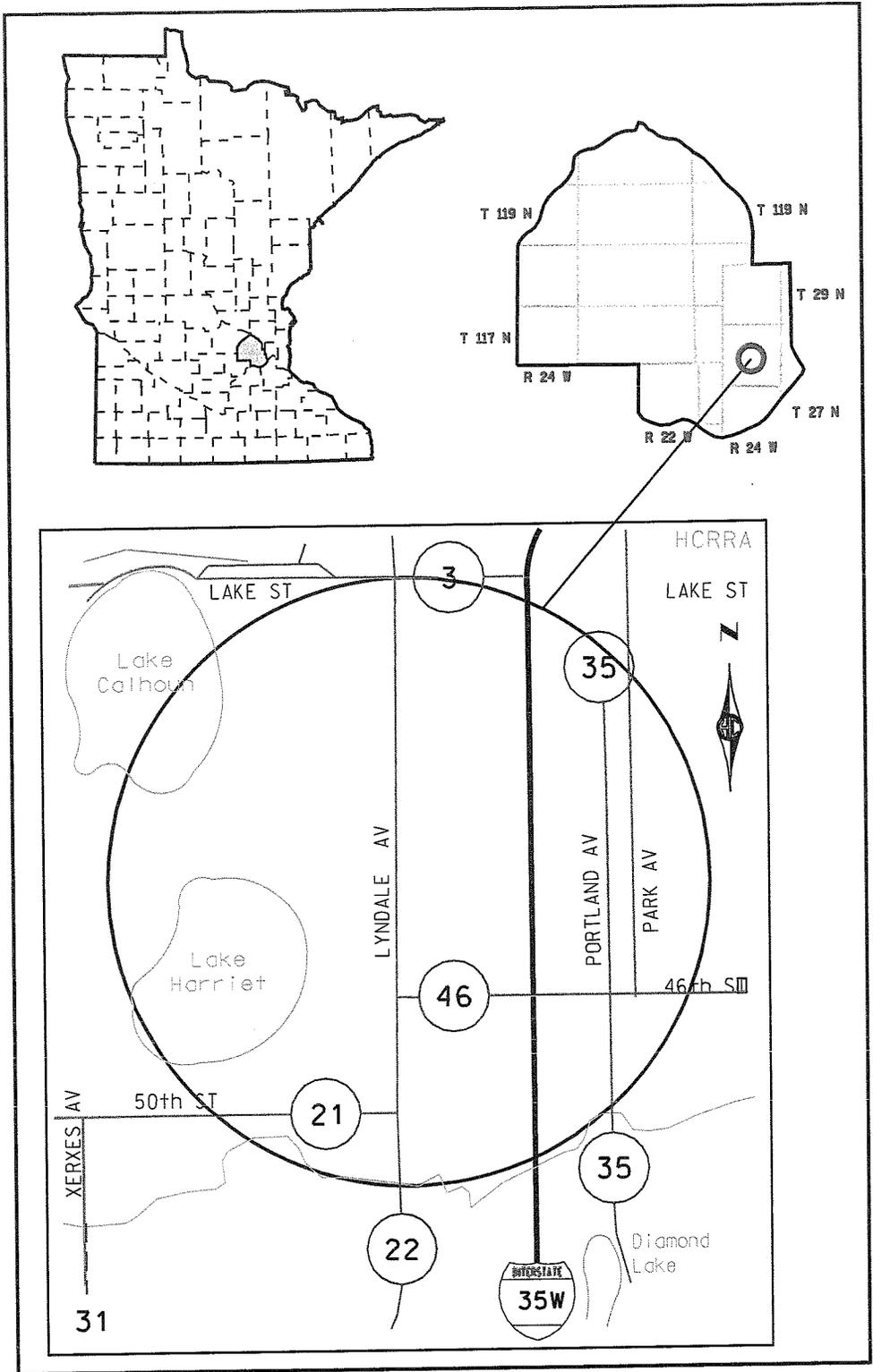
PROJECT LOCATION

LYNDALE AVENUE RECONDITIONING PROJECT
City of Minneapolis

Figure 1



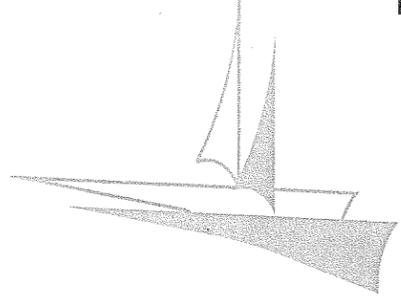
PROJECT LOCATION Figure 2
 LYNDALE AVENUE RECONDITIONING PROJECT
 City of Minneapolis



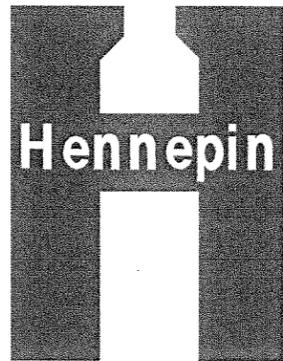
PROJECT LOCATION
 LYNDALE AVENUE RECONDITIONING PROJECT
 City of Minneapolis

Figure 1

Minneapolis



City of Lakes



LEGEND

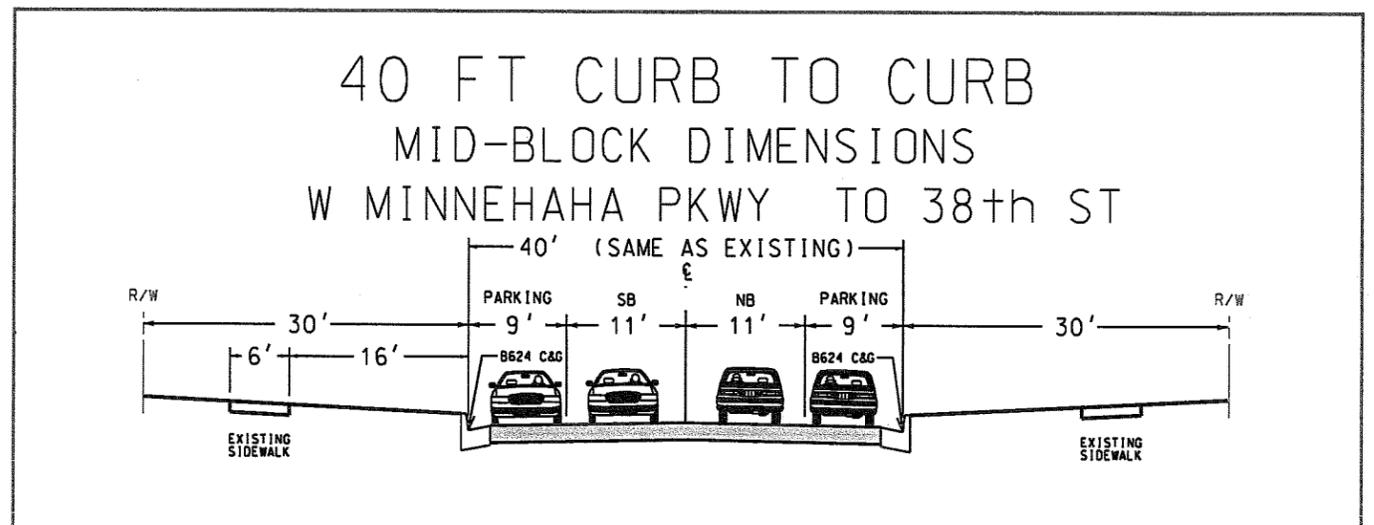
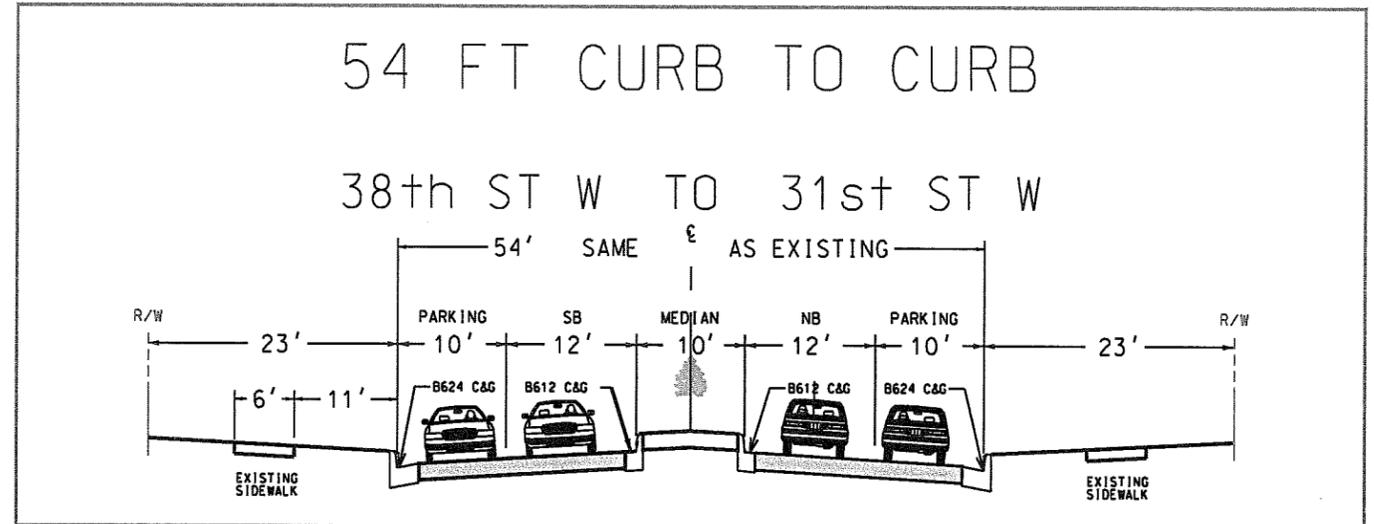
- 9' PARKING VARIANCE ZONE
- PROPOSED ROADWAY
- PROPOSED MEDIAN
- PROPOSED DRIVEWAY
- PROPOSED BOULEVARD
- PROPOSED SIDEWALK
- EXISTING TREES
- RIGHT OF WAY LINE
- DRIVES TO BE REMOVED

C.S.A.H. NO. 22 **PROJECT NO. 9338**
CITY OF MINNEAPOLIS
FROM S. of WB Minnehaha Pkwy TO S. of 31st ST W
DATE: MAY 2006 SCALE: 1in = 60 ft

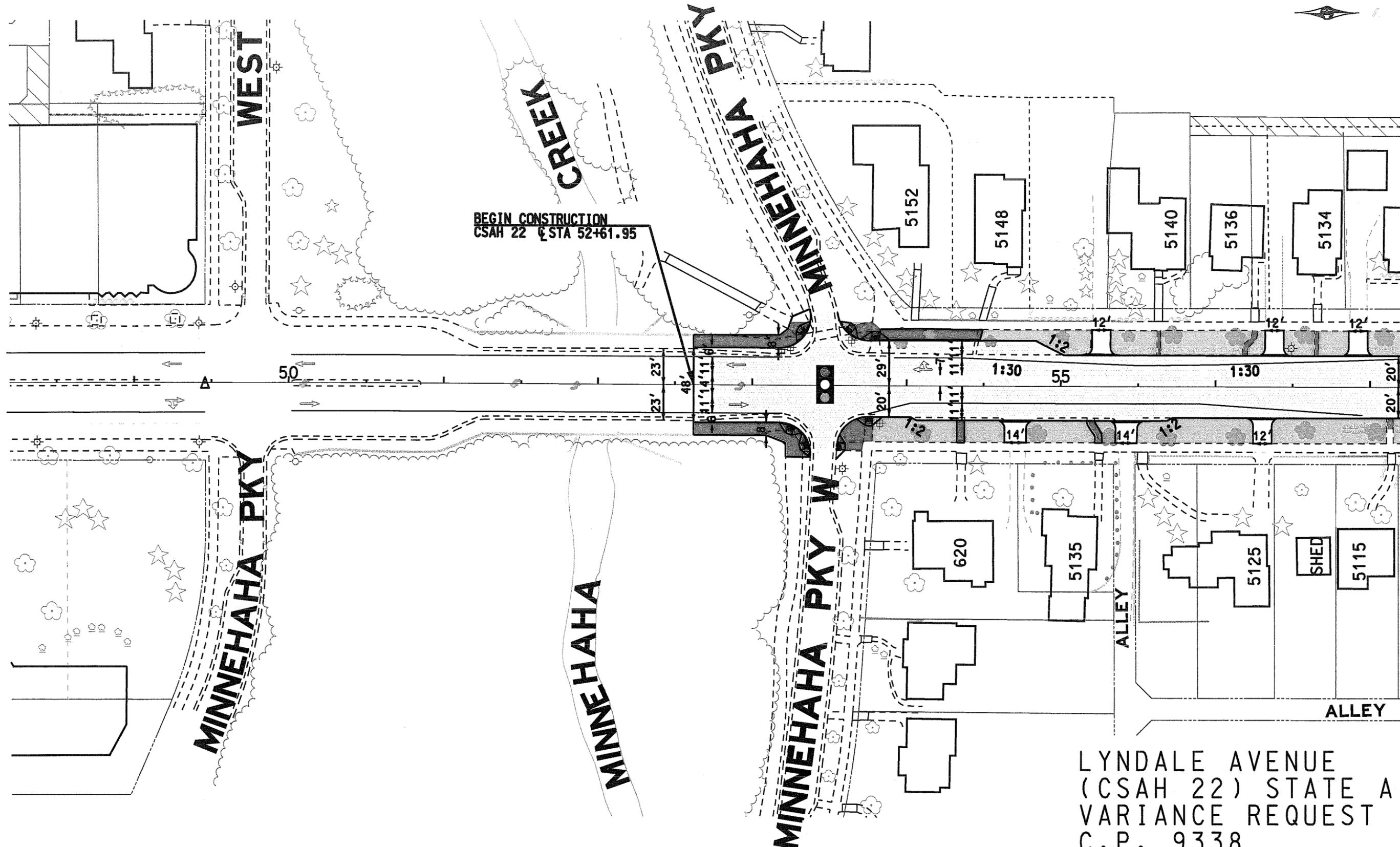


DESIGN SPEED 30 mph

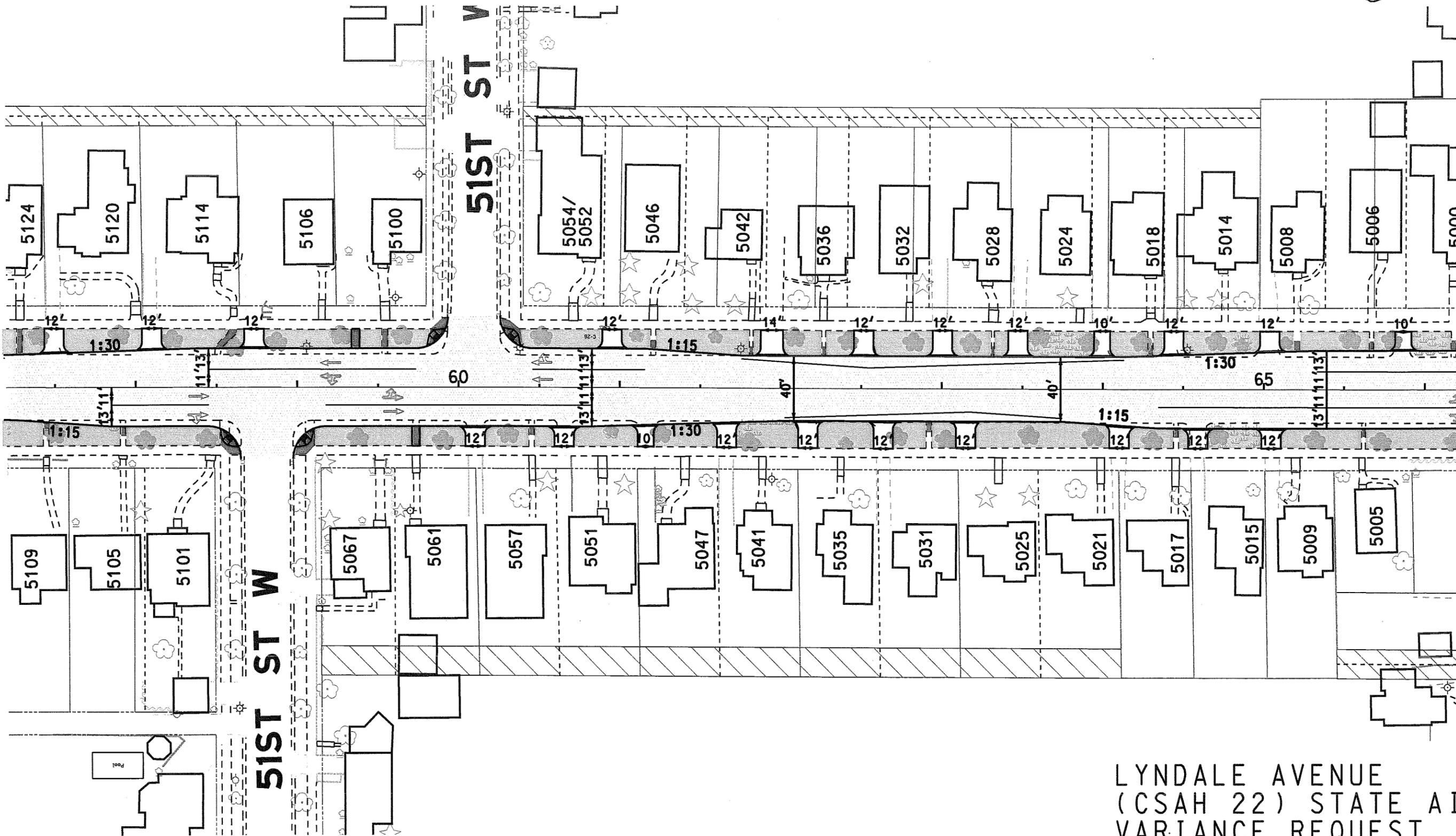
10-11-06 11:42 p.0233 Default D:\222.9338\design\LA\PLANS\plan.9338.dgn



LYNDALE AVENUE
 (CSAH 22) STATE AID
 VARIANCE REQUEST
 C.P. 9338

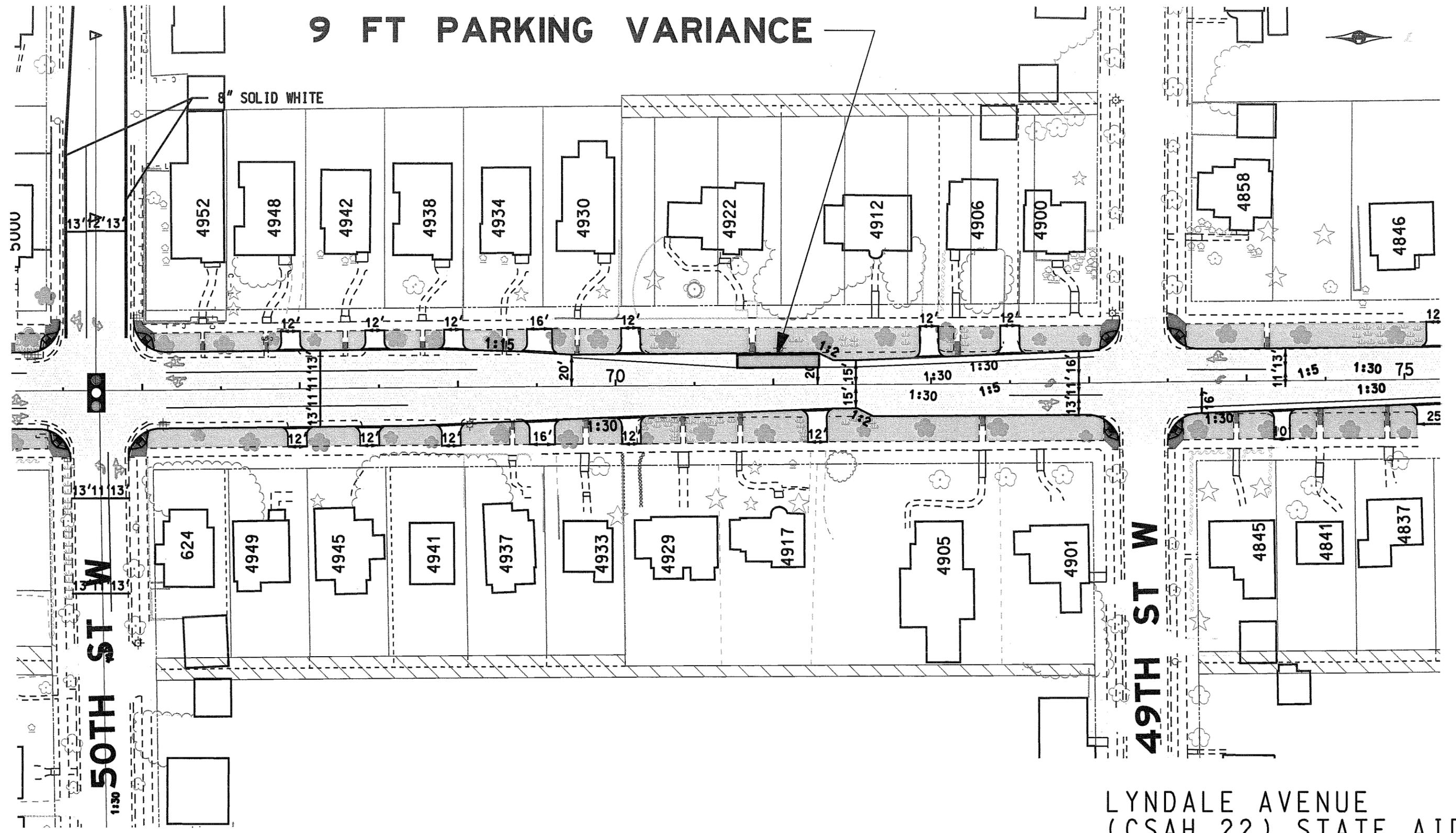


LYNDALE AVENUE
 (CSAH 22) STATE AID
 VARIANCE REQUEST
 C.P. 9338



LYNDALE AVENUE
 (CSAH 22) STATE AID
 VARIANCE REQUEST
 C.P. 9338

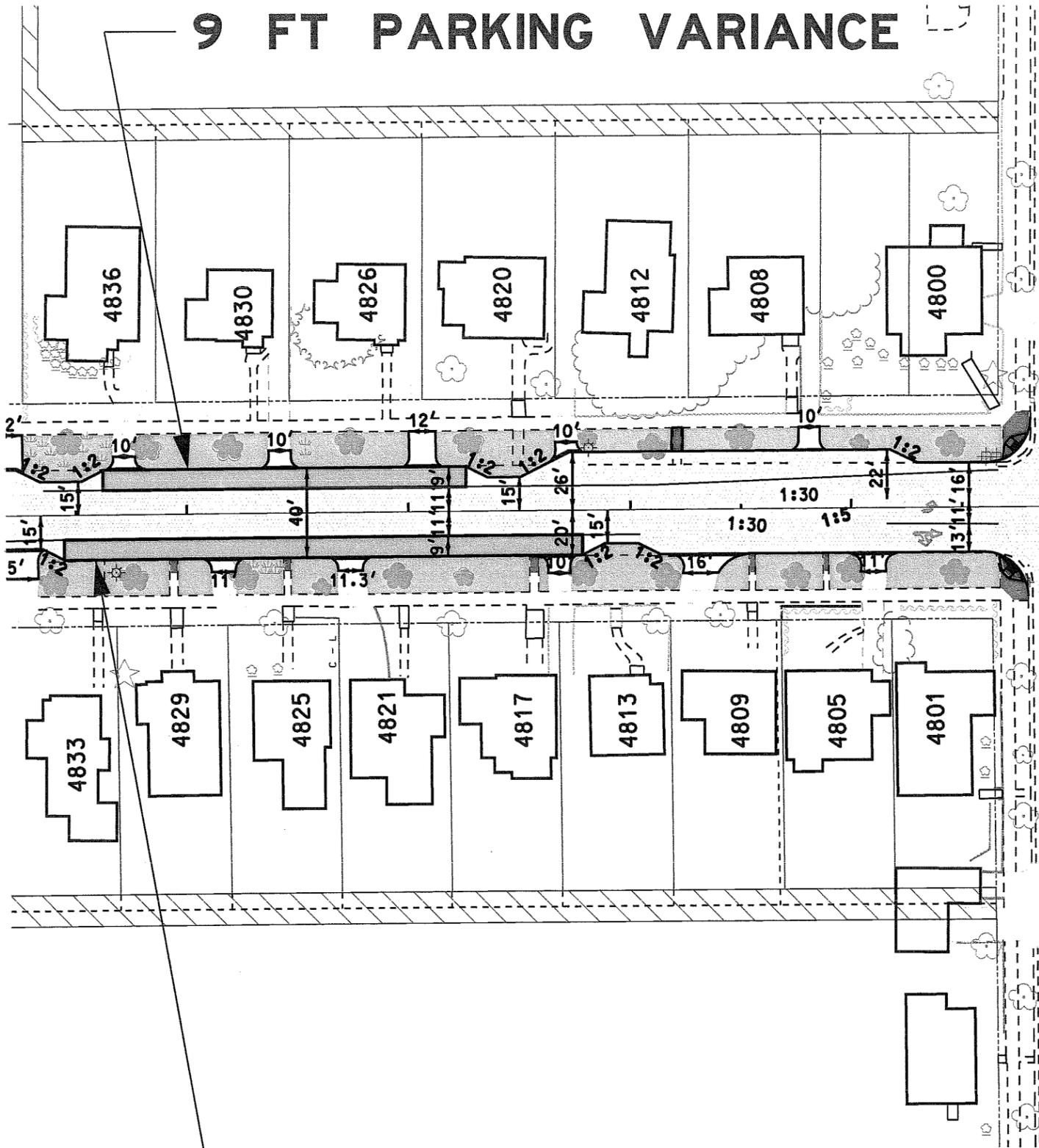
9 FT PARKING VARIANCE



LYNDALE AVENUE
(CSAH 22) STATE AID
VARIANCE REQUEST
C.P. 9338

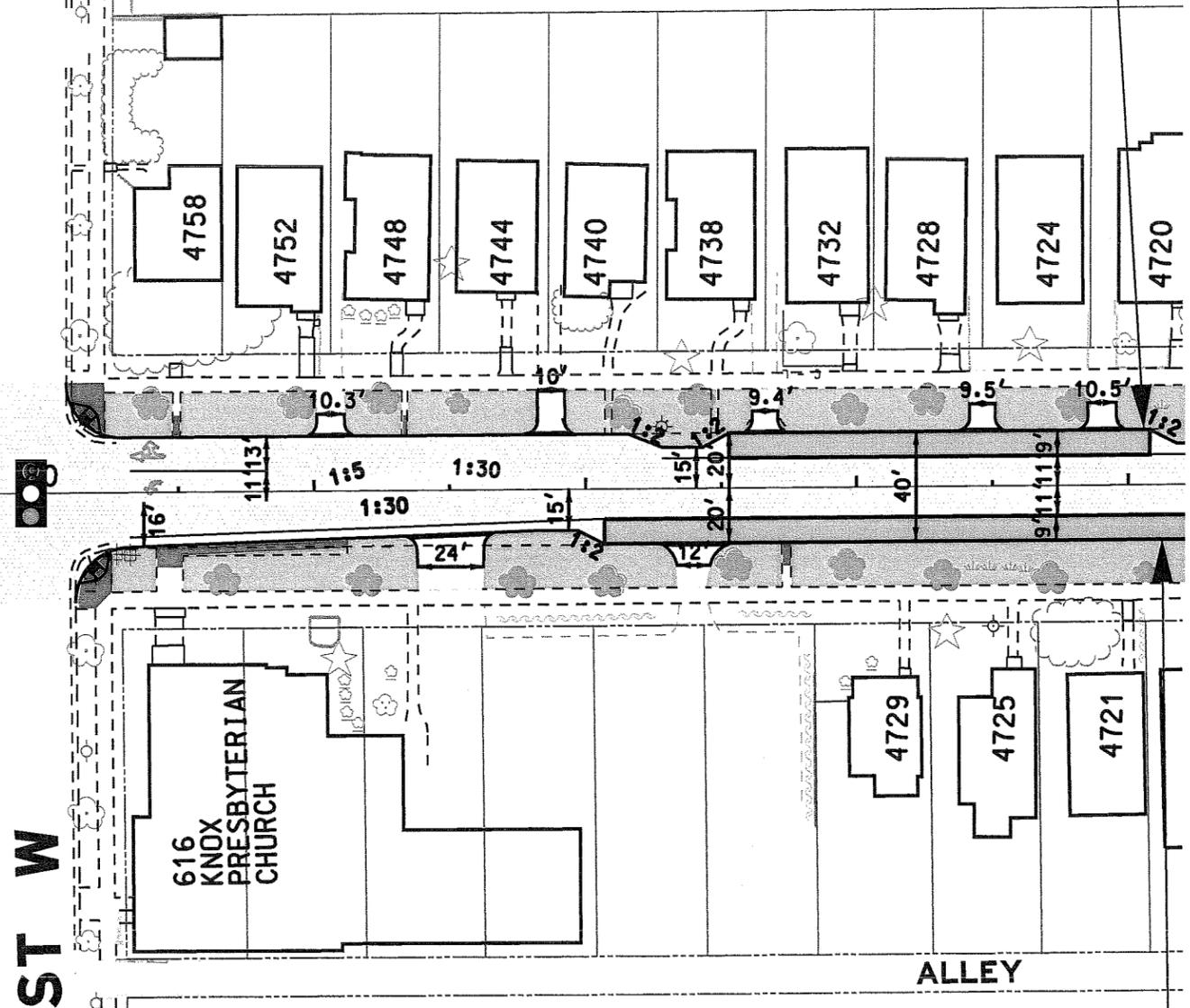


9 FT PARKING VARIANCE



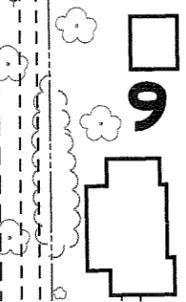
9 FT PARKING VARIANCE

9 FT PARKING VARIANCE



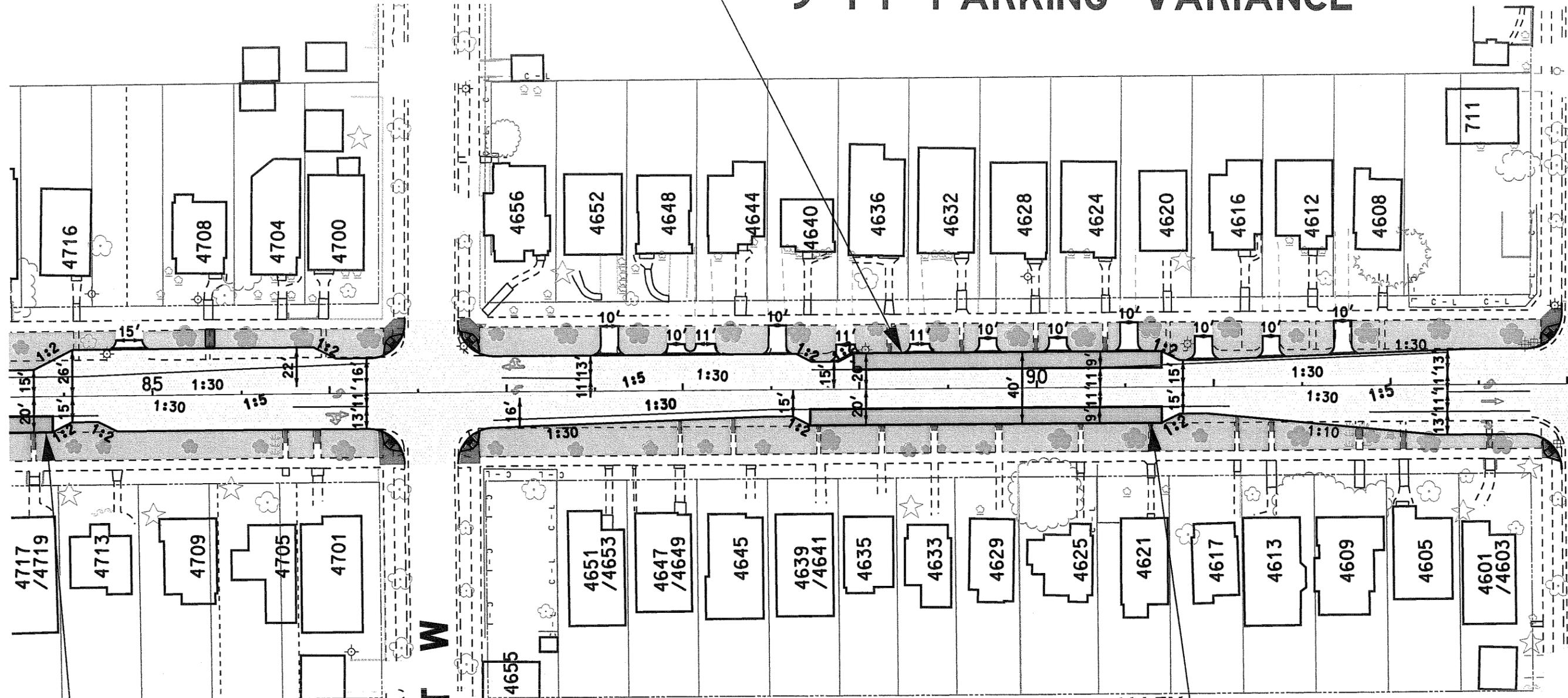
48TH ST W

9 FT PARKING VARIANCE



LYNDALE AVENUE
 (CSAH 22) STATE AID
 VARIANCE REQUEST
 C.P. 9338

9 FT PARKING VARIANCE

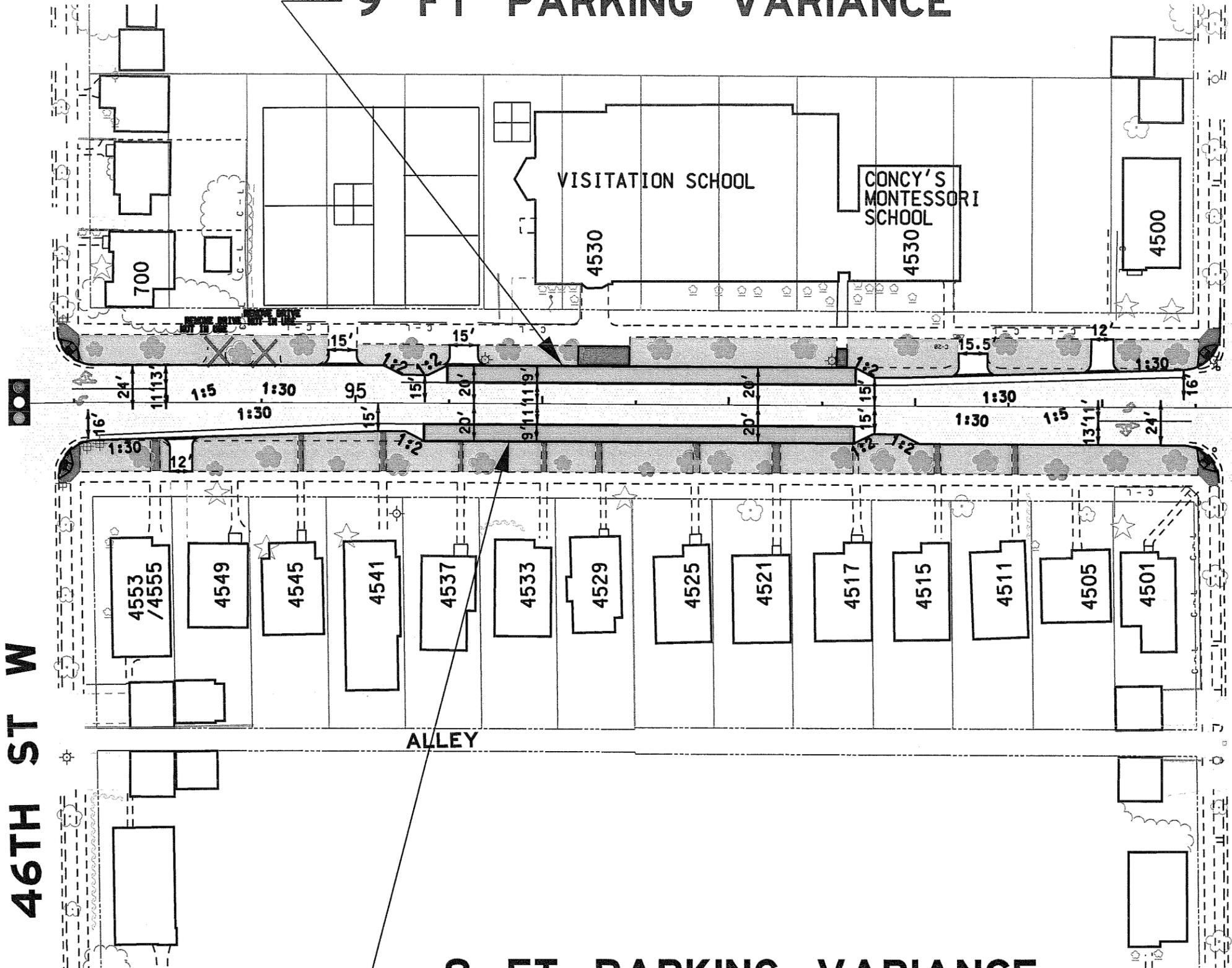


9 FT PARKING VARIANCE

9 FT PARKING VARIANCE

LYNDALE AVENUE
 (CSAH 22) STATE AID
 VARIANCE REQUEST
 C.P. 9338

9 FT PARKING VARIANCE



9 FT PARKING VARIANCE

46TH ST W

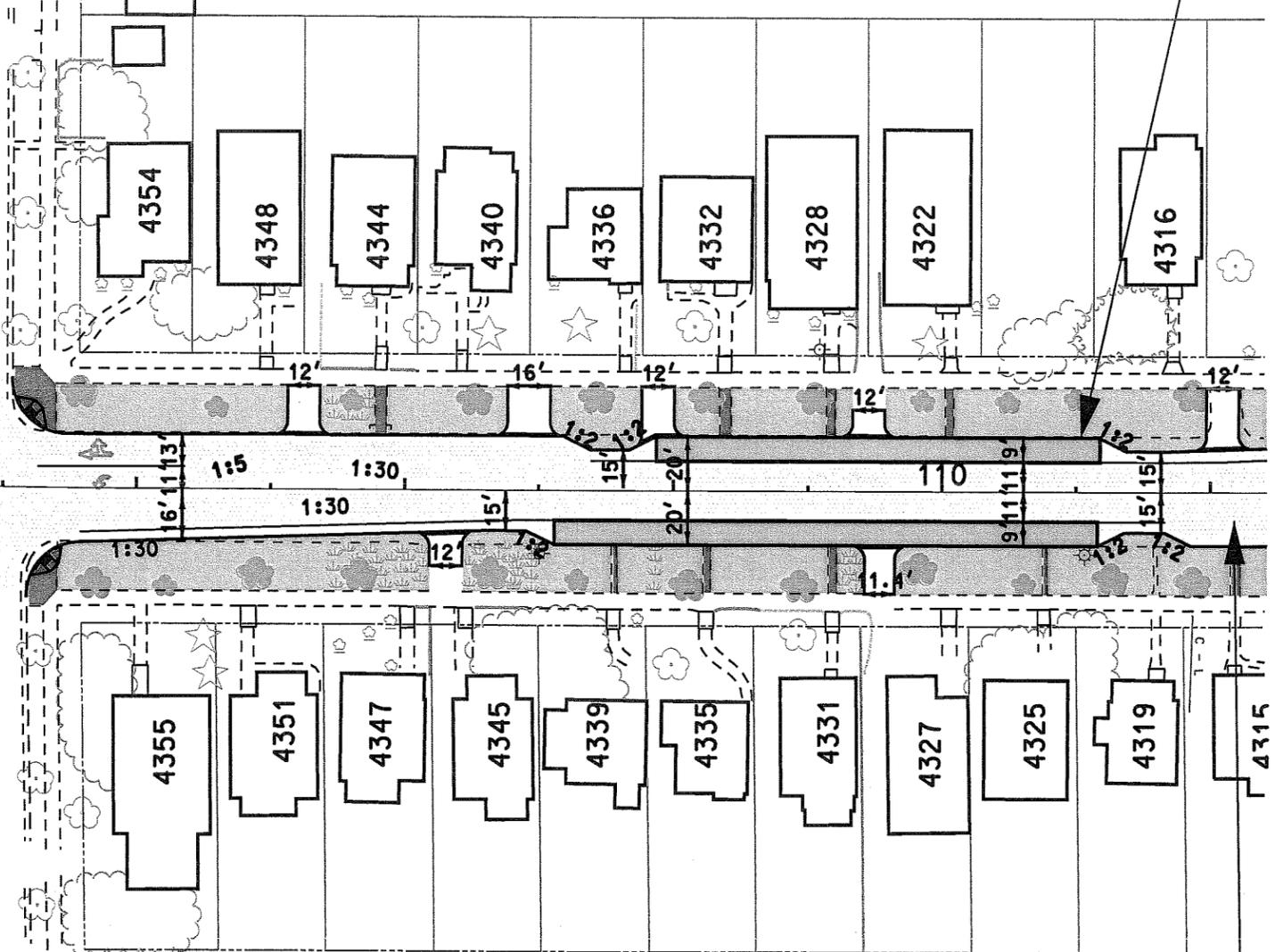
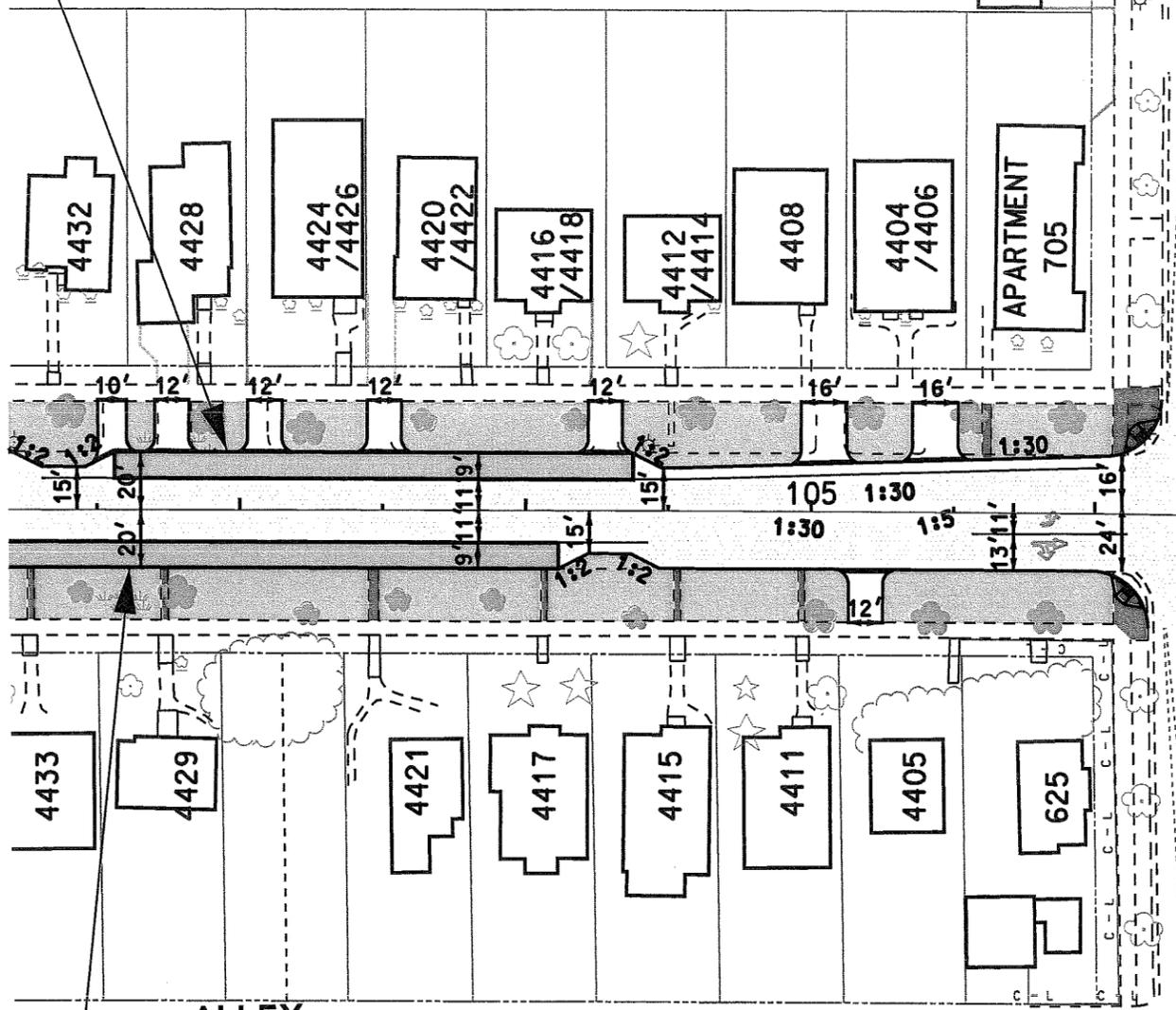
45TH ST W

9 FT PARKING VARIANCE

LYNDALE AVENUE
(CSAH 22) STATE AID
VARIANCE REQUEST
C.P. 9338

9 FT PARKING VARIANCE

9 FT PARKING VARIANCE



44TH ST W

9 FT PARKING VARIANCE

9 FT PARKING VARIANCE

LYNDALE AVENUE
(CSAH 22) STATE AID
VARIANCE REQUEST
C.P. 9338

A10

9 FT PARKING VARIANCE

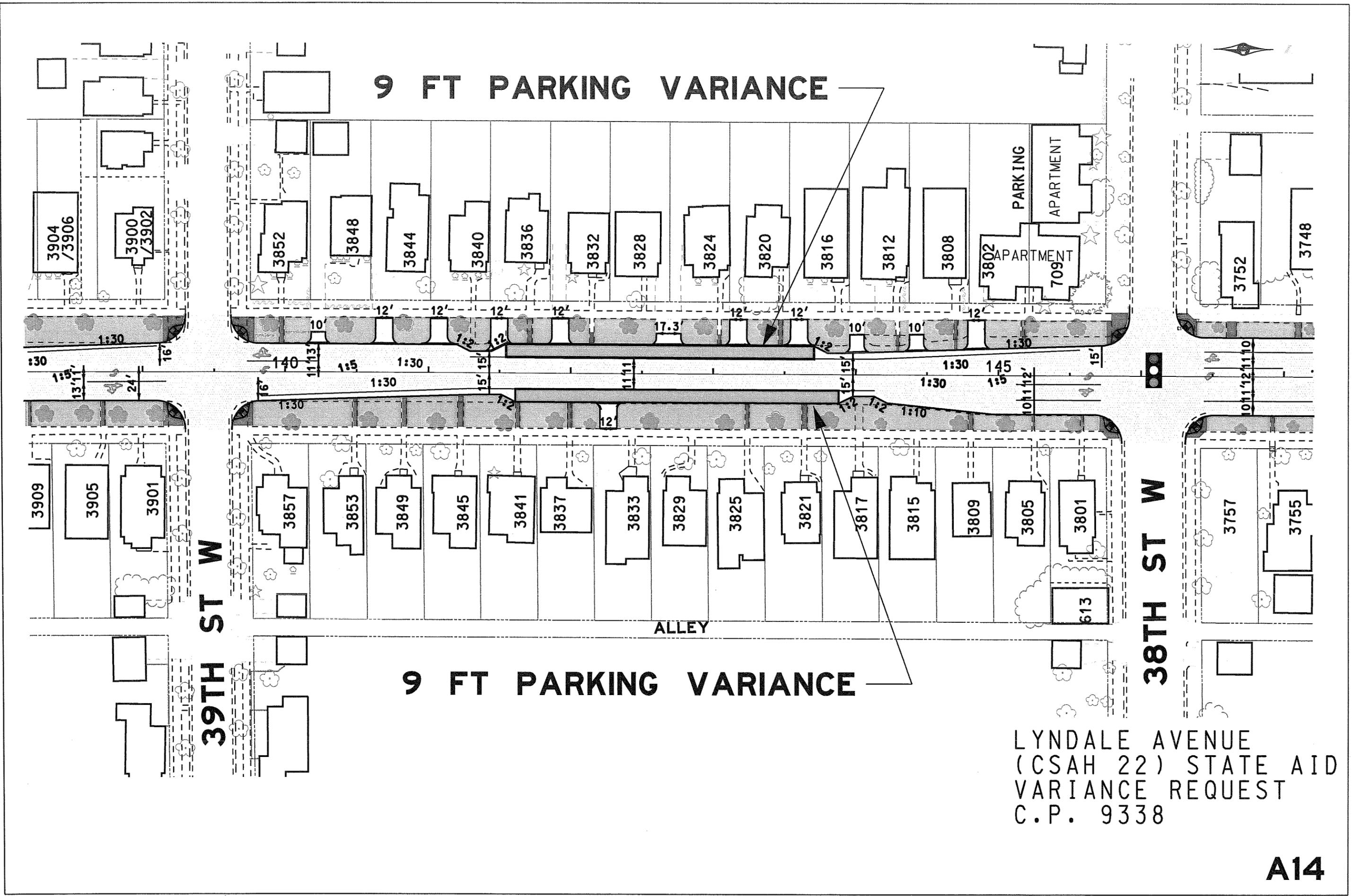
9 FT PARKING VARIANCE

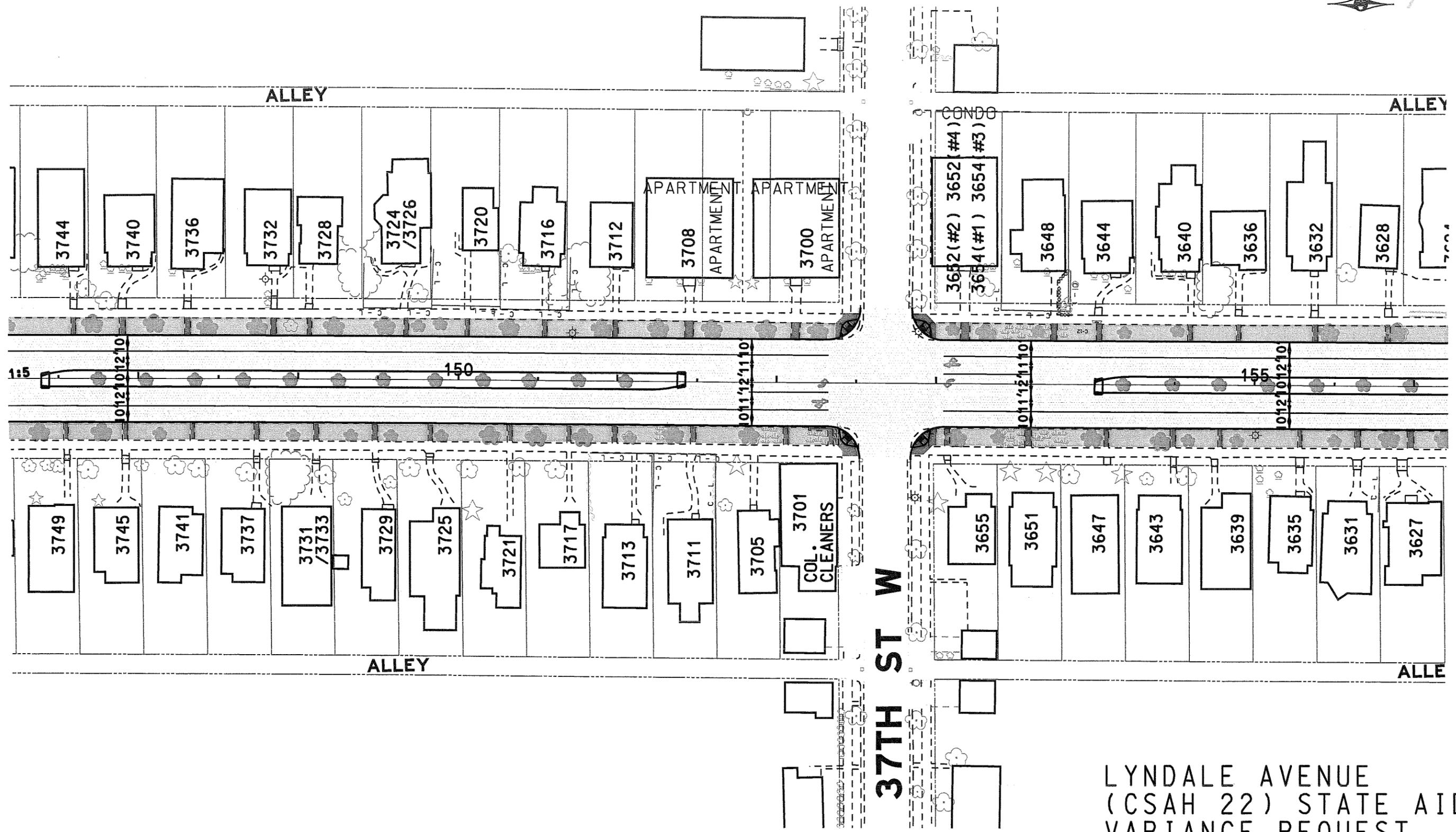
39TH ST W

38TH ST W

ALLEY

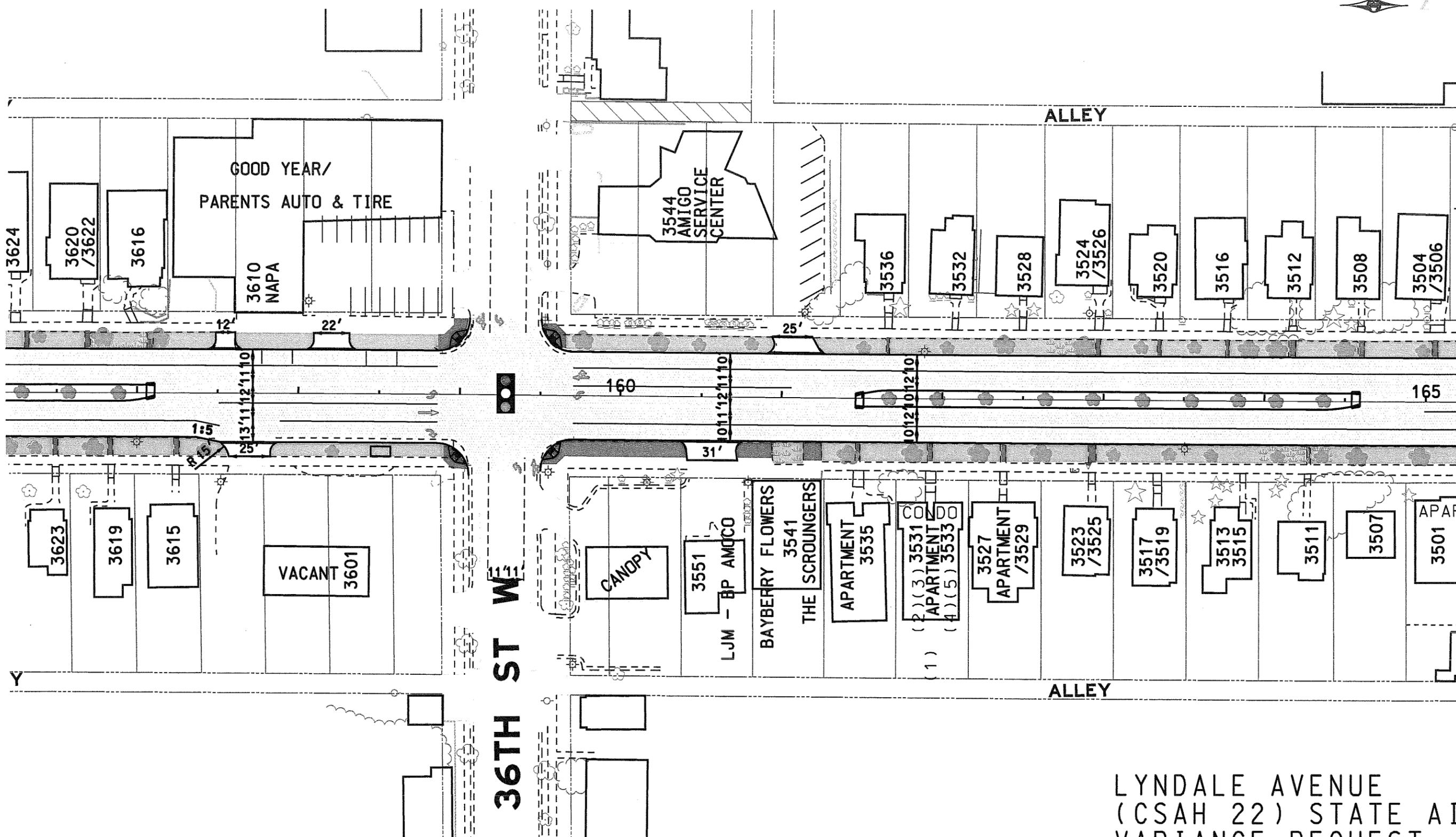
LYNDALE AVENUE
(CSAH 22) STATE AID
VARIANCE REQUEST
C.P. 9338





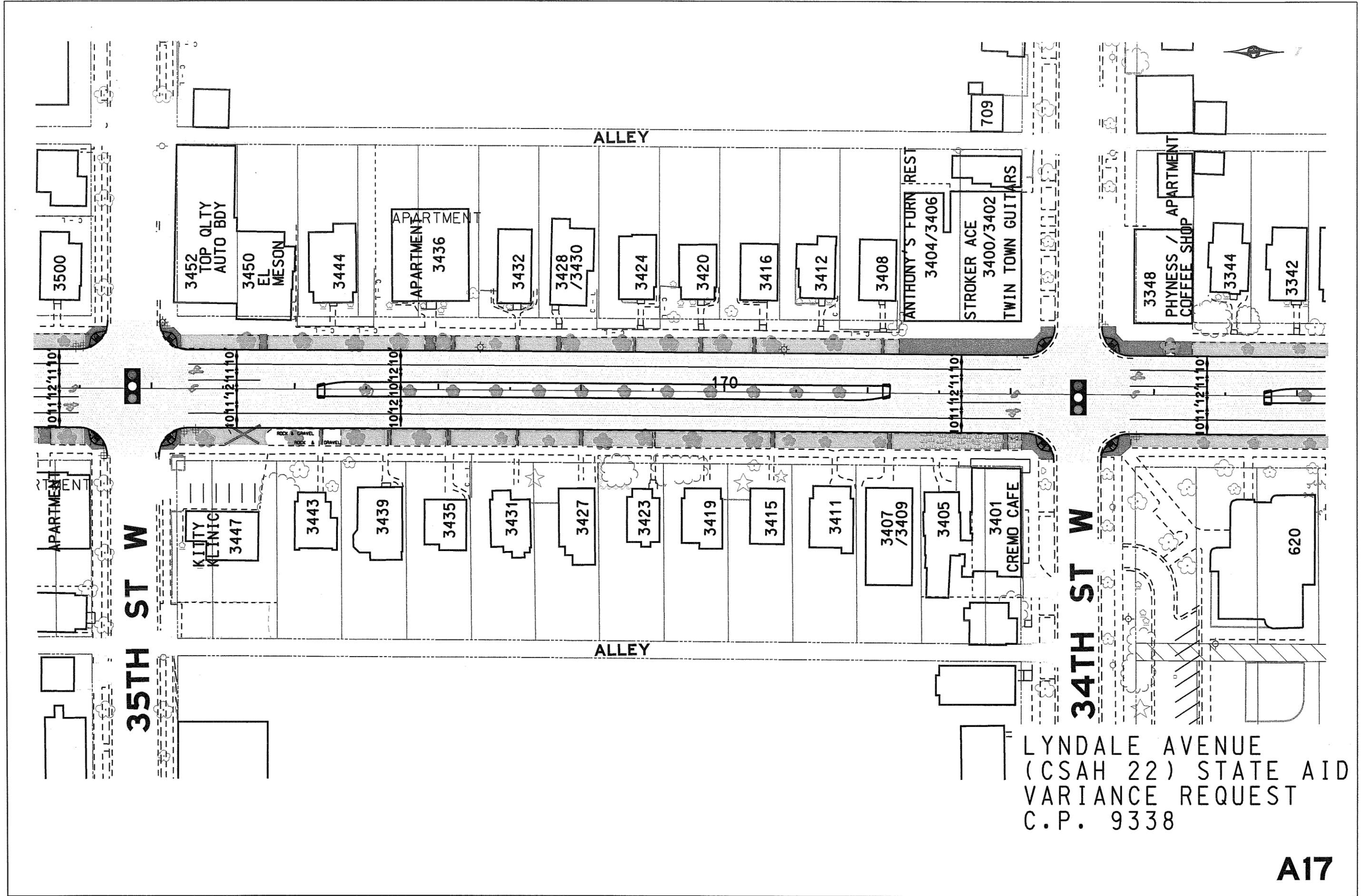
37TH ST W

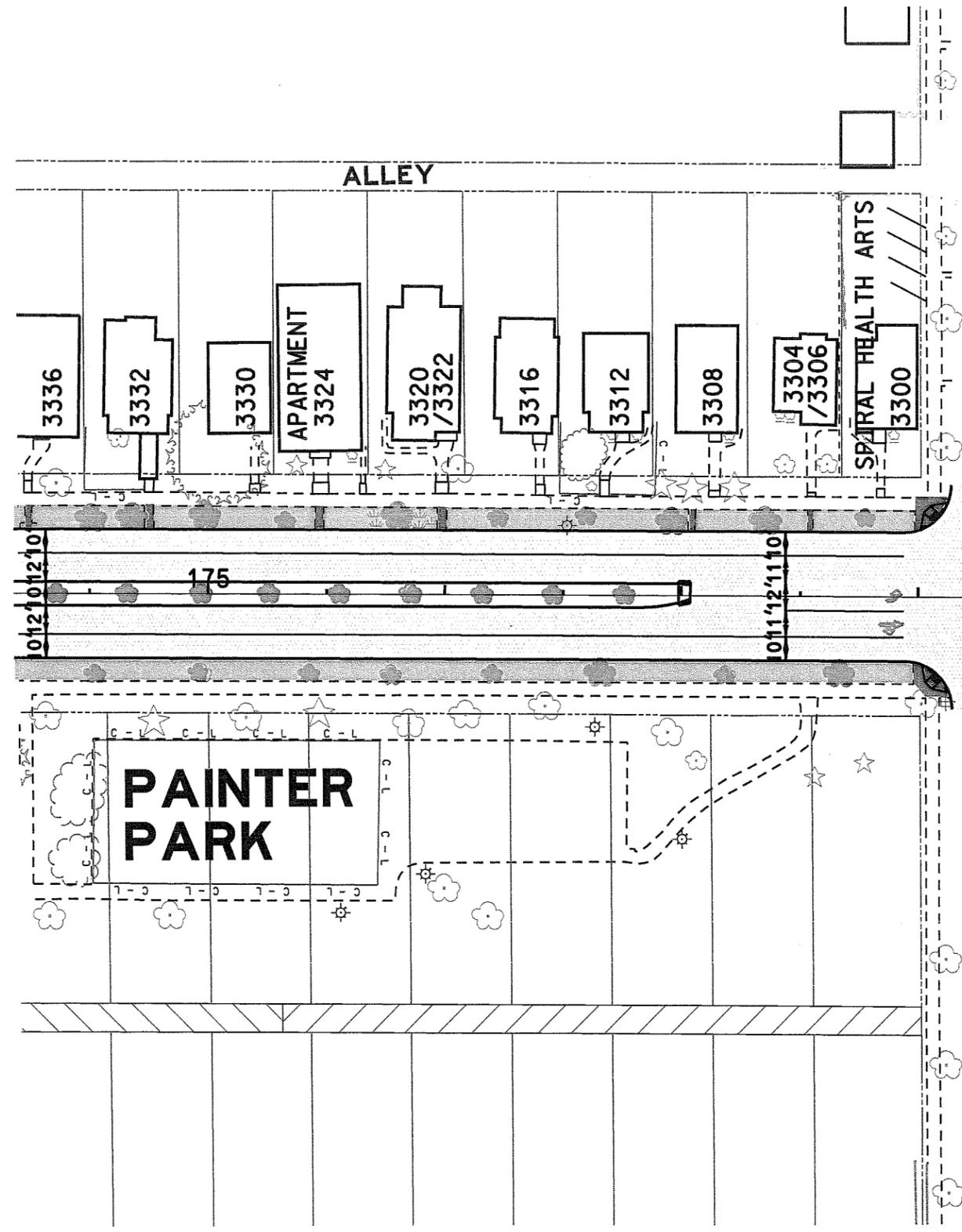
LYNDALE AVENUE
 (CSAH 22) STATE AID
 VARIANCE REQUEST
 C.P. 9338



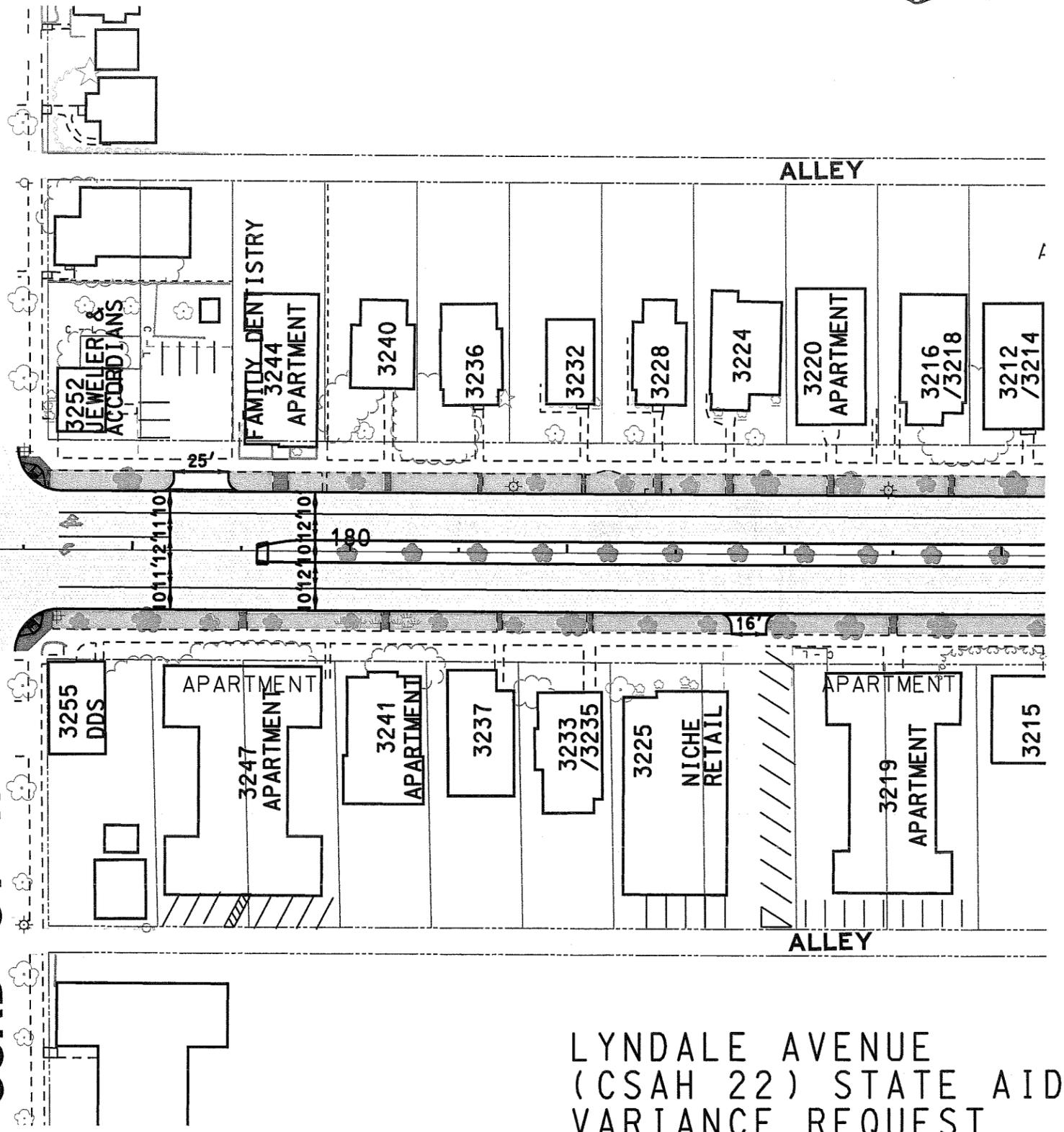
36TH ST W

LYNDALE AVENUE
 (CSAH 22) STATE AID
 VARIANCE REQUEST
 C.P. 9338

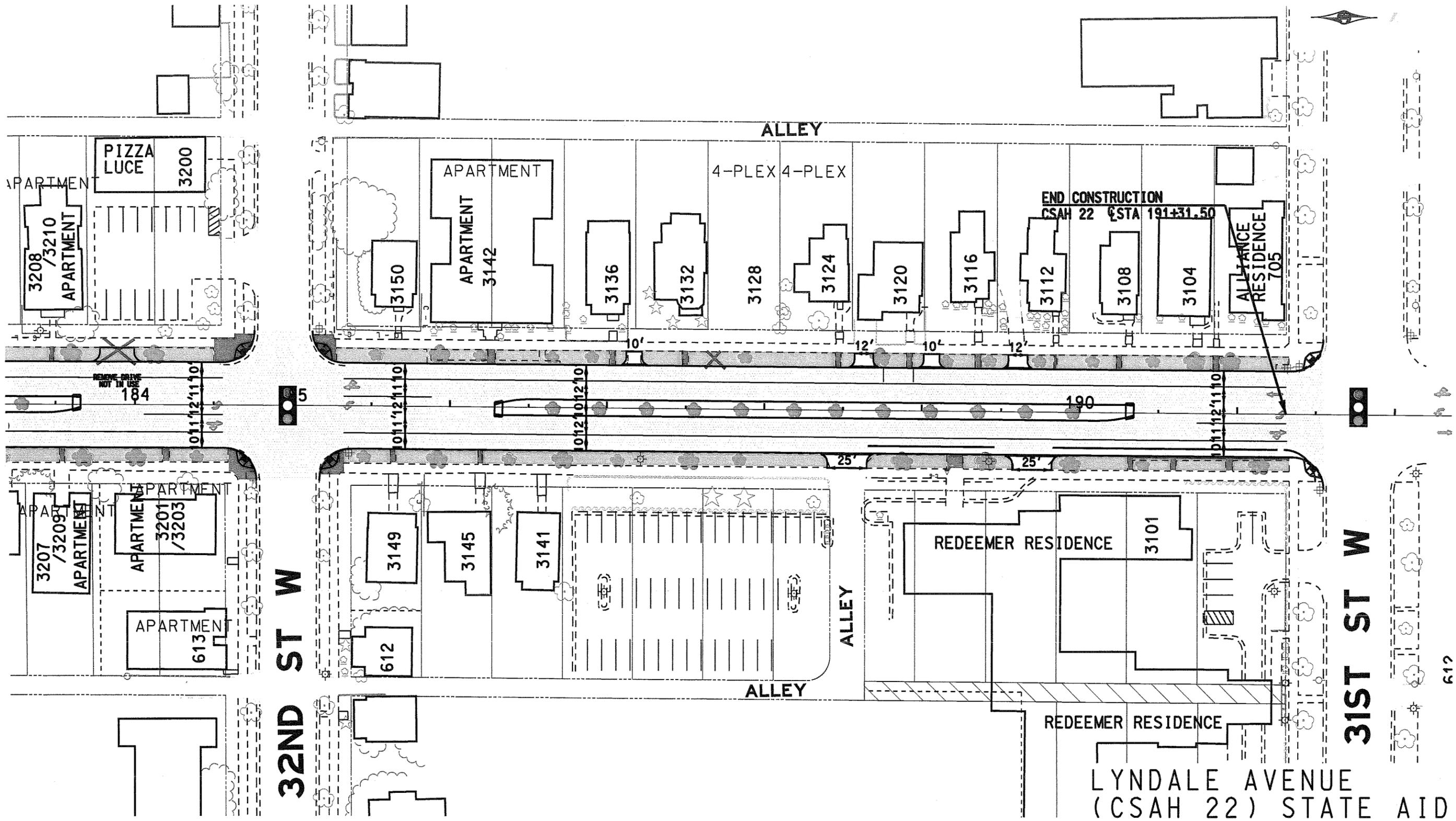




33RD ST W



LYNDALE AVENUE
 (CSAH 22) STATE AID
 VARIANCE REQUEST
 C.P. 9338



32ND ST W

31ST ST W

LYNDALE AVENUE
 (CSAH 22) STATE AID
 VARIANCE REQUEST
 C.P. 9338

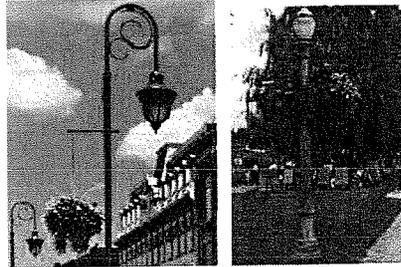
For Illustrative Purposes Only – Actual Items will Vary

Lyndale Streetscape Items – Example Page

Pedestrian Lighting



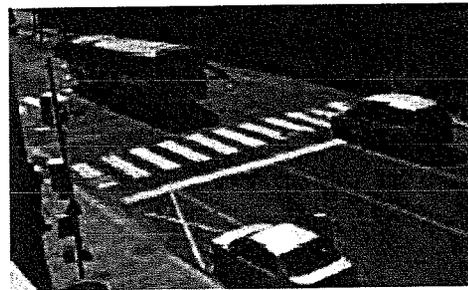
Hanging Planters



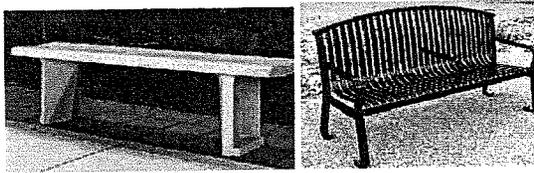
Banners



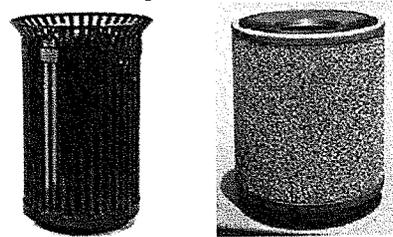
Enhanced Crosswalk



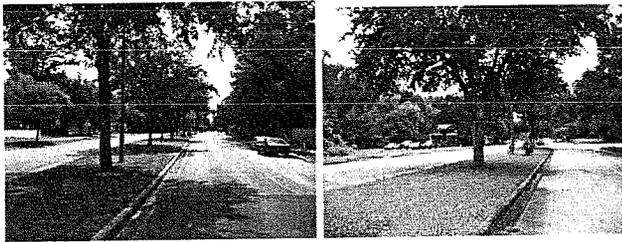
Ornamental Benches



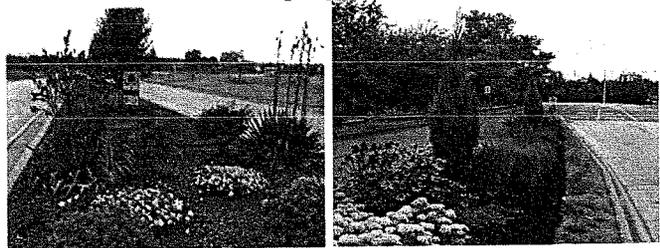
Waste Receptacles



Grass and Tree Median



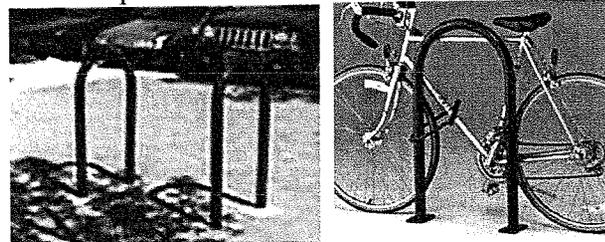
Dense Median Landscaping



Planters



Bike Loops



LYNDALE AVENUE ACCIDENT STATISTICS (3-Year)

Intersection Accident Data

Minnehaha Pkwy to 31st Street

Intersection	Crit Rate	Rate	Type
Minnehaha	1.73	0.17	SG-G
50th	1.73	1.04	SG-A
48th	1.88	0.66	SG-A
46th	1.77	0.84	SG-A
43rd	1.93	0.54	SG-A
42nd	1.05	0.31	2STP
40th	1.90	1.13	SG-A
38th	1.87	1.14	SG-A
36th	1.78	1.40	SG-A
35th	1.82	1.19	SG-A
34th	1.92	0.79	SG-A
33rd	1.91	1.04	SG-A
32nd	1.91	0.38	SG-A
31st	1.77	1.40	SG-A

Segment Accident Data

Minnehaha Pkwy to 31st Street

Segment		Crit Rate	Rate
Mhaha	50th	7.43	1.31
50th	48th	7.44	1.98
48th	46th	7.52	3.49
46th	43rd	6.96	3.05
43rd	42nd	10.05	0.00
42nd	40th	7.70	1.57
40th	38th	7.84	3.42
38th	36th	7.84	1.71
35th	34th	8.87	1.54
34th	33rd	10.45	1.73
33rd	32nd	9.57	2.22
32nd	31st	9.57	1.11

Notes:

2004 data is preliminary because the accidents have not been reviewed for consistency.

2003 data is considered erroneous and is therefore omitted from 3-yr rates ('01,'02,'04) within Hennepin County's Highway Crash System.

Accident data provided is exclusively for Minneapolis. Crash data for the remainder of Hennepin County is omitted from computations.