



More Minnesotans drive alone; commuting times increase

Martha McMurry

- The average commute time in Minnesota increased 2.8 minutes between 1990 and 2000.
- The number of long trips grew much faster than the number of short trips.
- The number of workers leaving before 6 a.m. rose much faster than the number leaving later.
- The proportion of workers using personal vehicles to get to work rose; more of those in vehicles drove alone.
- Northern suburban and collar counties have the longest average commutes.

Traffic congestion has become a big issue in Minnesota. In a 2000/2001 survey, 23 percent of Twin Cities area residents said

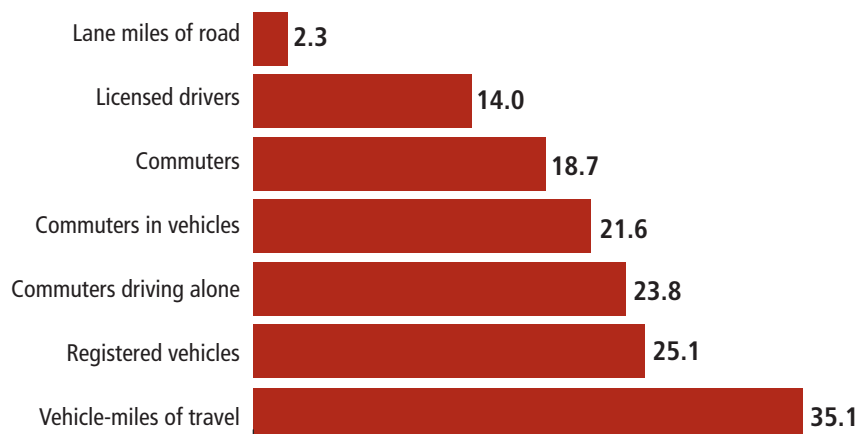
transportation was the most significant problem in the area, up from 7 percent in 1990. Transportation was the single most-mentioned issue in that year's survey.

It is not surprising that congestion – and complaints about traffic – have grown. The numbers of miles driven, licensed drivers, registered vehicles and commuters have all grown much faster than the number of lane miles of road. These changes in turn reflect numerous social and economic changes, including dispersal of both residential communities and businesses, more women in the work force, greater affluence, public transportation investments and personal preferences.

Data from the 2000 census provides insight into Minnesota's changing transportation patterns. The census focuses on one part of

The arithmetic of traffic congestion in Minnesota

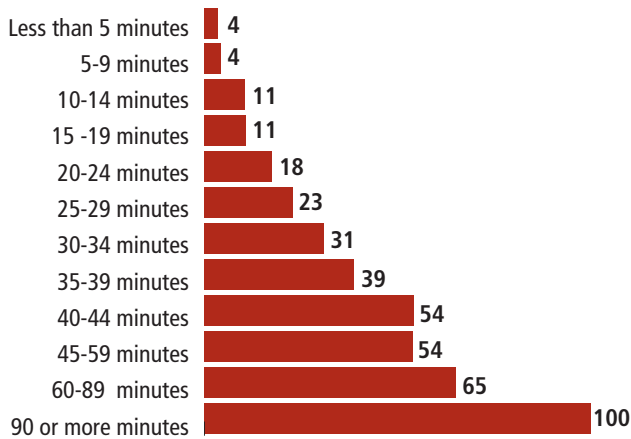
(Percent change 1990 to 2000)



Sources: Decennial census; Minnesota Department of Public Safety; Federal Highway Administration

In Minnesota, longer commutes have grown faster than shorter commutes

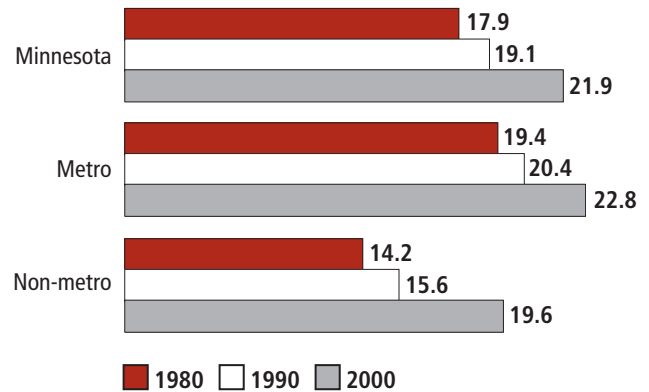
Percent change in commuters with commute time in category



Sources: 1990 and 2000 census data

Minnesota commuting times have increased in both metropolitan and nonmetropolitan areas

Average travel time (minutes)



Source: Decennial census data
Metro includes all metropolitan counties

the travel picture: the journey to work, including departure times, travel times, means of travel and origins and destinations of work trips. The origin and destination data will be discussed in a later report. The census also collects

data on how many vehicles are available for household use.

Average travel time rises to 21.9 minutes

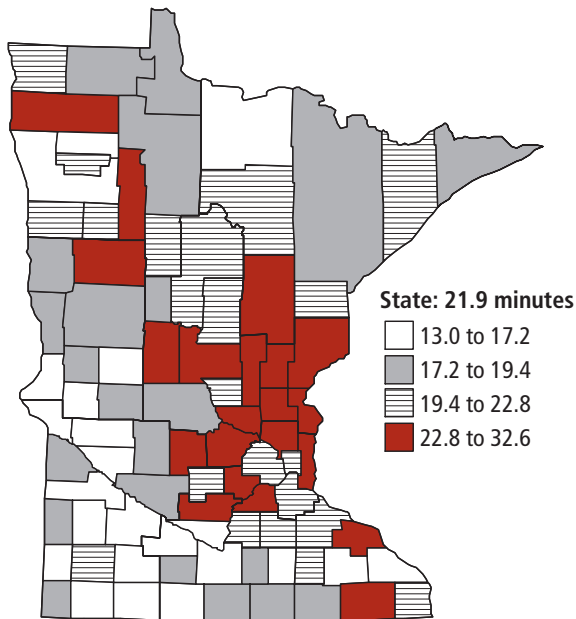
In 2000, Minnesota workers spent an average of 21.9 minutes on the journey to

work, an increase of 2.8 minutes from 1990. Longer commuting times could be the result of more congestion, greater distances between home and work, or a combination of the two. A gain of 2.8 minutes may not

seem like a large amount, but it has been enough to register as a major problem for many people.

One probable reason for the perception that commuting takes longer is the rapid rise

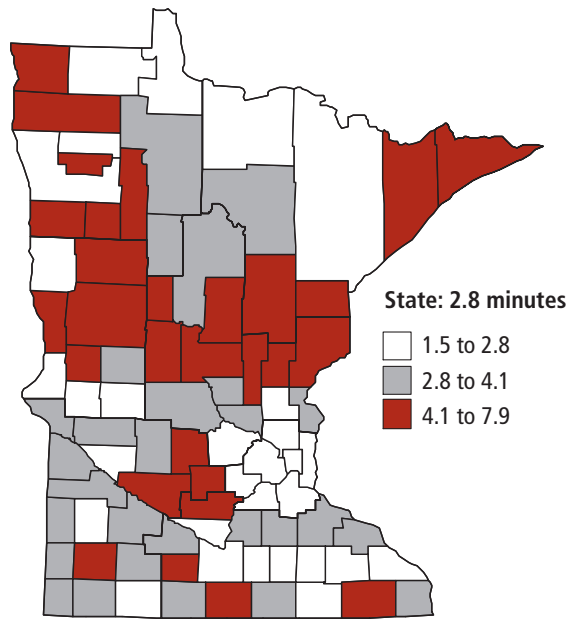
Counties north and west of Twin Cities have longest average commute times in 2000



Source: 2000 census data

Change in average travel time to work 1990 to 2000

1990 to 2000



Sources: 1990 and 2000 census data

Longest and shortest travel times to work for Minnesota cities and townships with at least 2,500 population, 2000 census

Longest travel times	Minutes
Oak Grove city, Anoka County	39.1
Livonia township, Sherburne County	37.6
Orrock township, Sherburne County	36.2
St. Francis city, Anoka County	35.9
Baldwin township, Sherburne County.....	35.6
Chisago Lake township, Chisago County	35.5
Annandale city, Wright County	35.2
East Bethel city, Anoka County	34.9
Greenfield city, Hennepin County	33.4
Bradford township, Isanti County	33.3

Shortest travel times	Minutes
Marshall city, Lyon County.....	9.8
International Falls city, Koochiching County.....	9.9
Morris city, Stevens County.....	10.8
Roseau city, Roseau County.....	10.8
Windom city, Cottonwood County	11.2
Jackson city, Jackson County	11.4
Perham city, Otter Tail County.....	11.6
Crookston city, Polk County	11.7
Thief River Falls city, Pennington County.....	11.7
Pelican Rapids city, Otter Tail County	11.9

Source: 2000 census data

in very long trips. The number of trips lasting more than 45 minutes rose much faster than the number of shorter trips. The number of trips lasting 90 minutes or longer doubled.

Travel times have increased throughout Minnesota, not just in the Twin Cities area. In fact, average travel times grew more in nonmetropolitan areas – 4.0 minutes – than in metropolitan areas, 2.4 minutes. Metropolitan commutes remain longer on average, 22.8 minutes compared to 19.6.

The longest average journeys to work are found north and west of the Minneapolis-St. Paul area. Isanti County (32.6 minutes), Chisago County (31.9 minutes) and Kanabec County (31.3 minutes) topped the list of counties with the longest commutes. Among cities and townships with more than 2,500 residents, Oak Grove in Anoka County had the longest average commute, just over 39 minutes. The communities with the longest commutes

are generally northern and western suburbs of the Twin Cities.

Commutes are on average much shorter in southwestern Minnesota. The shortest average commutes are in Stevens and Traverse counties, 13.2 minutes, followed by Lyon County at 13.5 minutes. The cities with the shortest commutes include Marshall, International Falls and Morris, all located in areas of relatively sparse population. The cities with short commutes are generally employment centers in their regions. Possibly many of the people in these communities live in the same town where they work and do not have far to travel.

North central region sees greatest gains in travel time

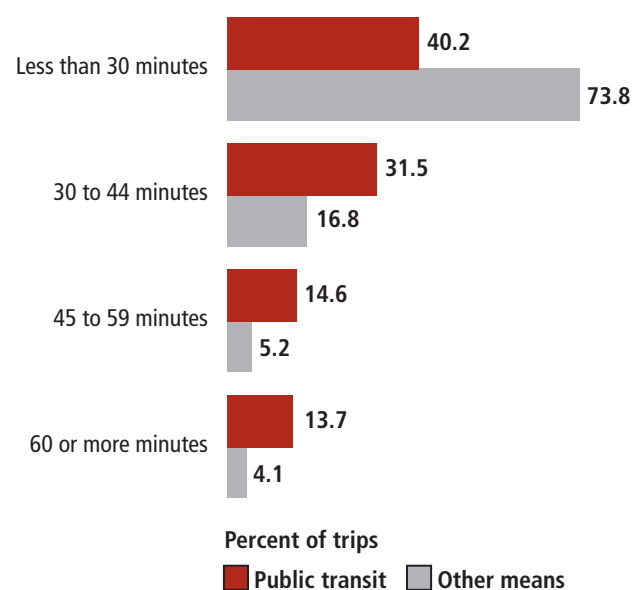
Every county in Minnesota witnessed an increase in average commute time between 1990 and 2000. Some of the counties in the north central part of the

state saw the greatest gains. Average travel time grew 7.9 minutes in Todd County, 7.1 minutes in Kanabec County and 6.6 minutes in Aitkin County.

Contrary to what some might expect, the gains in the Minneapolis-St. Paul region

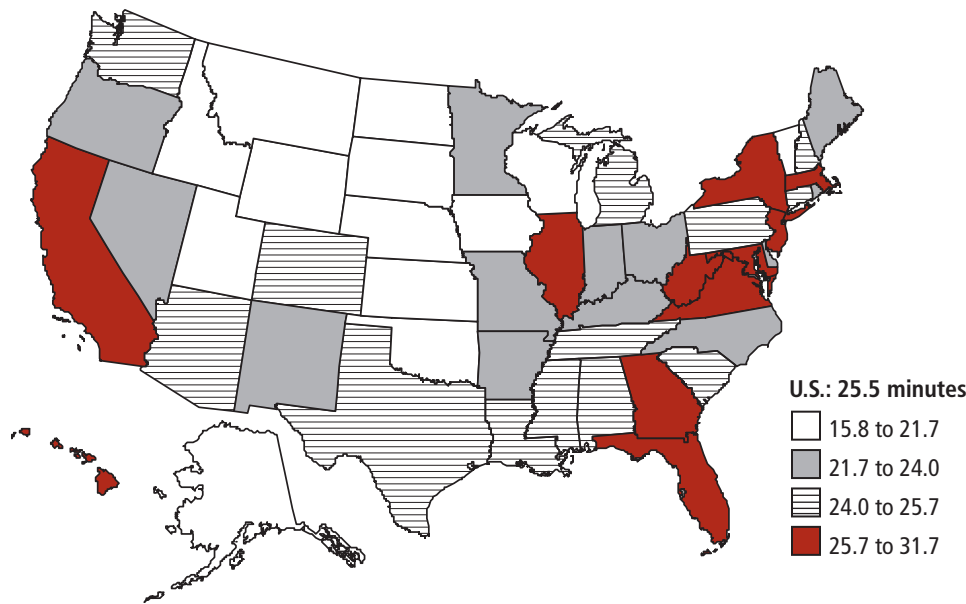
were mostly at or below the state average. Average time rose 2.1 minutes in Ramsey and Dakota counties, 2.0 minutes in Hennepin County, and 1.5 minutes in Scott County, all below the state average gain of 2.8 minutes.

Transit users spend an average of 35.0 minutes to get to work; other commuters average 21.4 minutes



Source: 2000 census data for Minnesota

Coastal states have longest average commutes



Source: 2000 census data

and may not follow the most direct route. All these factors add considerably to the length of the trip.

Minnesota commutes shorter than national average

Though Minnesotans often complain about commuting times, the state's average travel time to work and the increase in travel time since 1990 are both lower than the national averages. In 2000, the U.S. average journey to work was 25.5 minutes, up 3.2 minutes since 1990. Densely populated states such as New York (31.7 minutes), Maryland (31.2) and New Jersey (30.0) have the longest commutes. Commutes are shortest in more sparsely populated states such as North Dakota (15.8 minutes), South Dakota (16.6 minutes) and Montana (17.7 minutes).

Minnesota's increase in average travel time, 2.8 minutes, lagged behind the national average of 3.2 minutes. West Virginia had the greatest increase, 5.2 minutes, followed by Georgia (5.0 minutes) and New Jersey (4.7 minutes). Generally the greatest gains were along the east coast.

More people leave for work early in the day

The census data suggests some people are trying to avoid rush hour congestion by leaving earlier or later than the customary prime driving times. There was an especially striking increase in the number of commuters departing for work before 6 a.m. The number going later than the usual rush hour, between 9:00 and 10:59 a.m., also grew

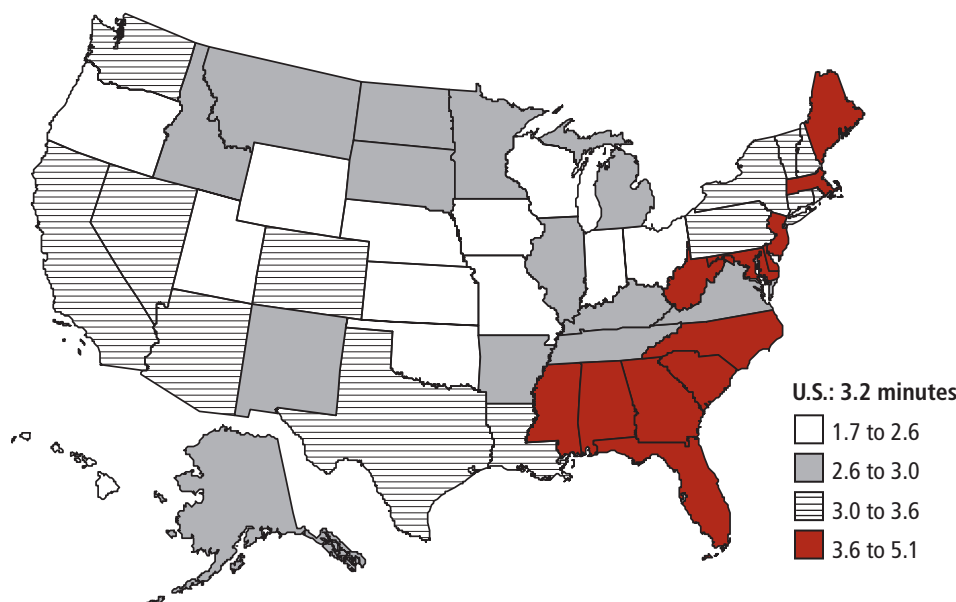
Public transit trips take longer

Workers who commute using public transportation have considerably longer trips on average than those who use other means, usually personal vehicles, to get to work. More

than one-quarter of transit trips take more than 45 minutes, compared to only 9 percent of non-transit trips. Transit trips take an average of 35 minutes, compared to 21 minutes for trips not using public transportation.

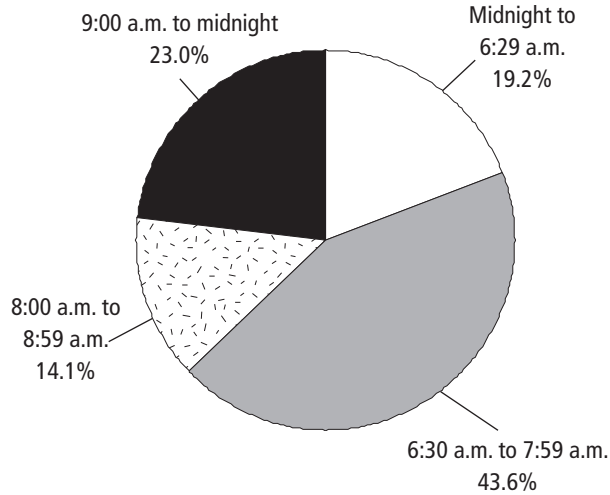
Transit trips take longer for a variety of reasons. A bus rider must walk to the bus stop, wait for the bus, and then walk from the drop-off spot to the workplace. The bus makes stops along the way to pick up and drop off other passengers

East Coast sees greatest increase in travel time to work between 1990 and 2000



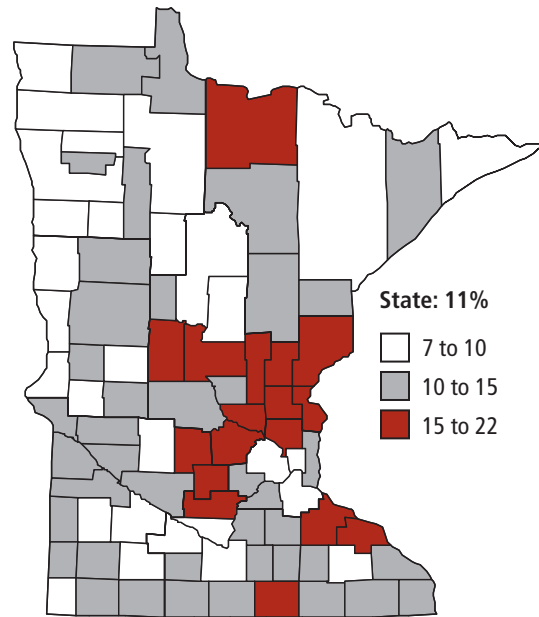
Source: 2000 census data

Almost one quarter of Minnesota commuters leave for work between 9 a.m. and midnight



Source: 2000 census data

11% of commuters leave for work before 6 a.m.



Source: 2000 census data

much faster than the number whose work trip started between 6:30 and 8:29 a.m.

The large increase in the number of workers leaving at very early hours may reflect a greater distance between home and work as well as attempts to avoid heavy traffic. As employment centers and population settlements both become more spread out, many people are driving further to their jobs.

The census data clearly shows that not everyone works a conventional 9 to 5 schedule. Commuters leave for work throughout the day and night. Almost one in five departs between midnight and 6:29 a.m., and almost a quarter between 9 a.m. and midnight.

Northern and western suburban and collar counties have the greatest proportions of early risers. In Isanti County,

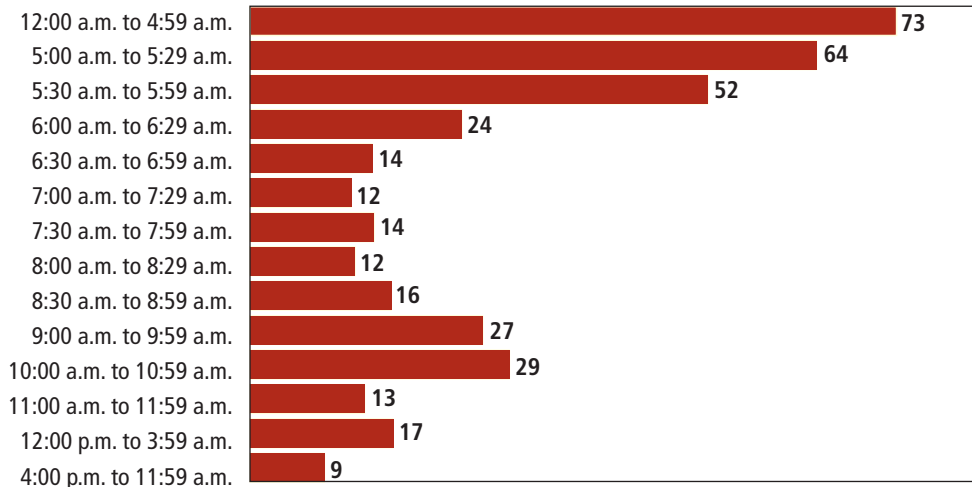
22.2 percent of commuters leave home between midnight and 5:59 a.m., followed by Mille Lacs (20.5 percent), Kanabec (19.9) and Chisago (19.8) counties. The lowest percentages of early departures occurred in Clay

(6.7 percent) and Beltrami (7.3 percent), both counties with university campuses. Generally counties with college and university campuses have few commuters who leave before 6 a.m. The large urban counties of Ramsey (8.1 percent) and

Hennepin (7.9 percent) were also among the counties with the lowest fractions of early departers.

More Minnesotans are leaving for work at off-peak hours, especially early hours

Time leaving for work



Sources: 1990 and 2000 census data

How people get to work

The past 40 years have seen dramatic changes in how Minnesotans get to work. Driving to work has long been the most popular option, but over the years it has greatly increased its dominance. In addition, those using personal vehicles are increasingly likely to drive alone. The share of workers who carpool, walk, work at home or ride the bus has fallen.

Fewer people work at home

The percentage of Minnesotans working at home has fallen steadily. In 1960, more than 15 percent of employed people worked at home; this figure fell to 4.6 percent by 2000. The most likely reason for the decline is the falling number of farmers. The number of farmers has fallen sharply, and in addition more farmers have off-farm jobs to which they commute.

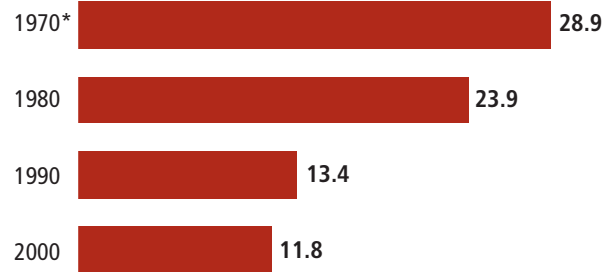
In recent years there has been a slight upswing in the number of people working at home in metropolitan areas, but the number working at home in nonmetropolitan areas continues to decline.

Driving alone is more common

Among those not working at home, 92.2 percent used a personal vehicle to get to work in 2000, and 81.3 percent drove alone. These numbers have steady increased over the decades. As late as 1960, 25 percent of commuters did not rely on a personal vehicle, compared to less than 8 percent now.

The suburban counties of Scott (87.6 percent), Carver (87.5), Washington (87.1) and Dakota (86.5) have the highest percentages of workers driving alone. The northern rural counties of Roseau (71.8 percent) and Cook (73.3) have the smallest share of solitary drivers.

Minnesotans traveling in personal vehicles are less likely to be carpoolers



Percent of private vehicle commuters in carpools

* 1970 number estimated assuming same number of drivers per carpooler as in 2000

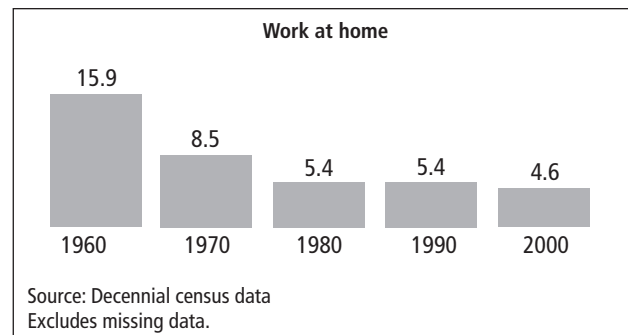
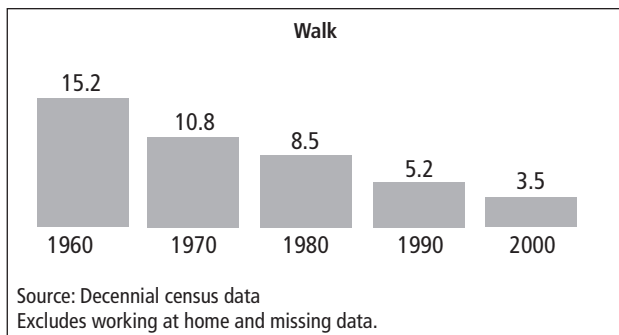
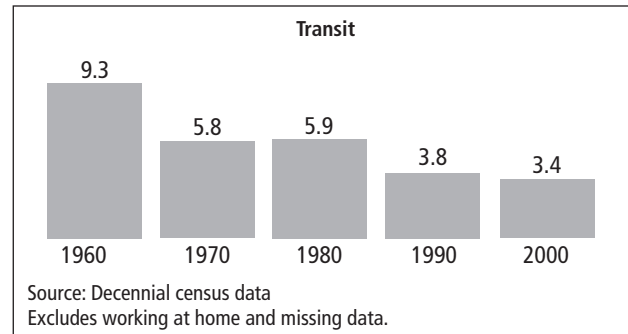
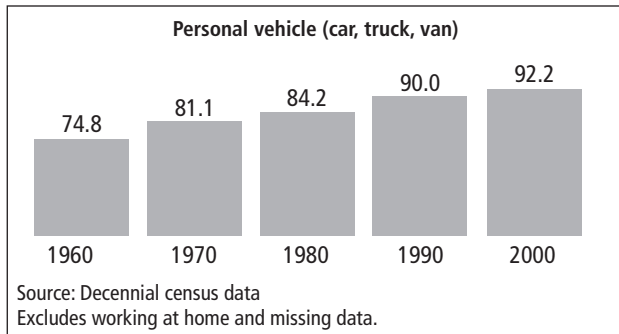
Source: Decennial census data

Fewer workers use carpools

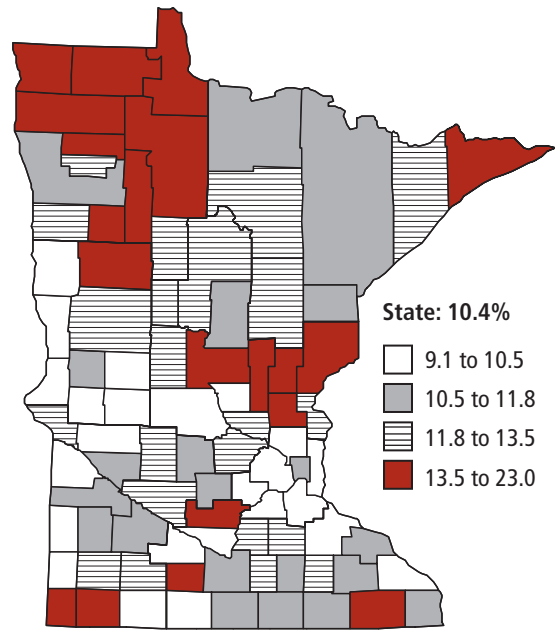
Fewer of those using vehicles are in carpools. In 2000, about 12 percent of vehicle users were carpoolers, compared to an estimated 29 percent in 1970. There was a dramatic drop in carpooling between 1980 and 1990, and rates have

remained low. The decline in ride-sharing probably reflects many of the same factors that produce longer commuting times: greater diversity in work locations, more spread out population, inexpensive gasoline, and the growing complexity of travel patterns as more people stop on the way to or from work to pick up

More Minnesotans go to work in personal vehicles now than in the past



Residents of northwest Minnesota more likely to carpool in 2000



Source: 2000 census data

or drop off children or conduct household errands.

Roseau County in northwest Minnesota has by far the highest rate of carpooling, 23.0 percent. Many residents in Roseau County work at large window and snowmobile factories. The concentration

of employment at these sites probably makes it more convenient for people to share rides.

Northwestern Minnesota is one region with above-average rates of carpooling. Counties directly north of the Twin Cities, including some of

those with the longest average commutes, are also above average on carpooling. The lengthy trips to work in these counties may encourage more people to carpool.

Nonwhite and Latino Minnesotans are more likely to use carpools than white non-Latino workers. In 2000, 26.7 percent of Latino workers commuted by carpool, the highest figure for any racial or ethnic group. Among white alone non-Latino workers, 10.1 percent were in carpools.

Number of walkers declines

Few Minnesotans walk to work. Among those not working at home, the percentage of people who walk to work fell from 15.2 percent in 1960 to 3.5 percent in 2000. The decline in the number of people walking to work probably reflects a number of factors including increased distance between home and work as well as greater availability of vehicles.

Walking to work is extremely rare in the Twin Cities area.

Walking is most common in sparsely populated counties with no large cities (Cook, Traverse) or in counties with college campuses (Stevens, Rice, Nicollet). Many college students probably work on campus or walk to jobs nearby.

Public transportation use is low

In 2000, 3.4 percent of Minnesotans who did not work at home used public transit to get to their jobs. Public transportation – in Minnesota, this means buses – is used primarily by residents of Minneapolis, St. Paul and some of the more densely populated inner-ring suburbs such as Falcon Heights, St. Anthony and Columbia Heights. Some of the state’s other larger cities also have bus service, but it is not extensively used. Use of public transportation has declined in relative importance as the population of newer suburban areas has grown faster than the population of the two central cities and the older suburbs. In 1960, 9.3 percent of Minnesota workers who did not work at home commuted

Highest and lowest percentages of carpoolers in Minnesota cities and townships with at least 2,500 population, 2000

Highest percentages of carpoolers

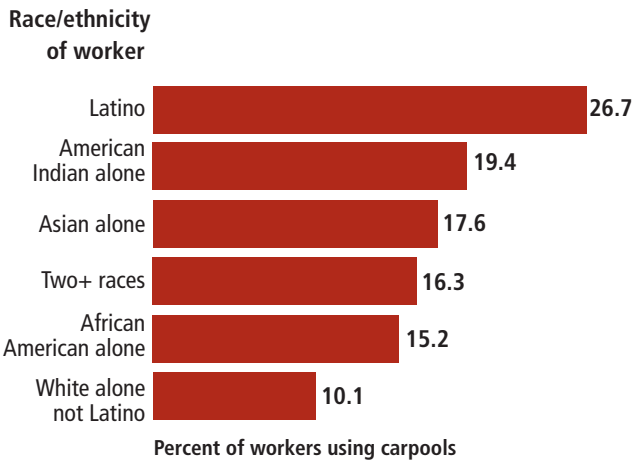
Lower Red Lake Unorganized Territory, Beltrami County	22.0
Worthington city, Nobles County	21.6
Newport city, Washington County	20.8
Annandale city, Wright County	20.6
Bemidji township, Beltrami County	17.0
Staples city/Todd and Wadena Counties	16.7
Milaca city, Mille Lacs County	16.6
Glencoe city, McLeod County	16.4
Lindstrom city, Chisago County	16.4
St. James city, Watonwan County	16.3

Lowest percentages of carpoolers

Wayzata city, Hennepin County	4.5
Benson city, Swift County	5.0
Collegeville township, Stearns County	5.3
Medina city, Hennepin County	5.3
Chanhassen city, Carver/Hennepin Counties	5.5
St. Augusta township, Stearns County	5.6
St. Joseph city, Stearns County	5.6
Credit River township, Scott County	5.7
Orono city, Hennepin County	6.0
Dayton city, Hennepin/Wright Counties	6.2

Source: 2000 census data

In Minnesota, Latinos most likely to use carpools to get to work



Source: 2000 census data

Highest percentages of commuters using public transportation to get to work, Minnesota cities with 2,500 or more population, 2000

Falcon Heights city, Ramsey County	16.1
Minneapolis city, Hennepin County	14.6
St. Paul city, Ramsey County	8.7
St. Anthony city, Hennepin and Ramsey Counties	7.8
Columbia Heights city, Anoka County	6.5
Richfield city, Hennepin County	6.4
St. Louis Park city, Hennepin County	6.1
Hopkins city, Hennepin County	5.6
Robbinsdale city, Hennepin County	5.4
Brooklyn Park city, Hennepin County	5.2

Source: 2000 census data, SF3

via public transportation. This fell to 3.4 percent by 2000.

Nonwhite and Latino Minnesotans are much more reliant on public transit to get to work than are white non-Latinos. Eighteen percent of black or African American workers rely on public transportation, compared to less than 3 percent of white alone non-Latino workers.

Most households have at least one vehicle

Most Minnesota households (92 percent) have at least one vehicle available for use. The average number of vehicles per household is 1.80, and the most common number of vehicles is two.

Though most households have at least one car or truck, this still leaves more than 145,000 households with no

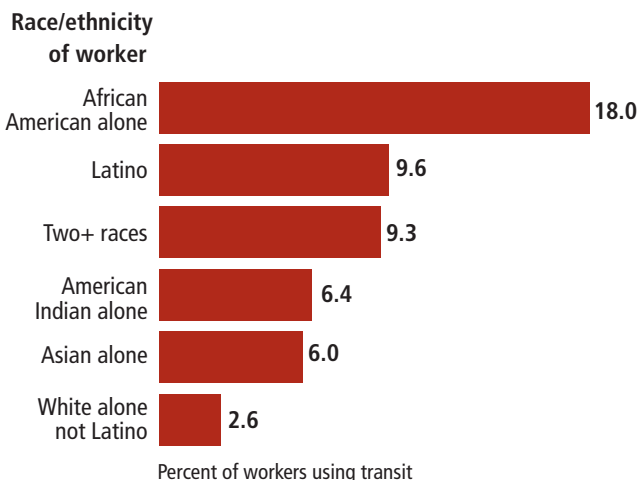
vehicle. Renters, older people and nonwhite and Latino households are most likely to have no vehicle. Only 3 percent of owner-occupied households lack a vehicle, compared to 21 percent of renter-occupied households. In homes where the householder is age 75 or older, half the renter-occupied households and 13 percent of owner-occupied households do not have a car or truck. More

than a quarter (27.7 percent) of households with a black or African American householder have no vehicle, compared to 6.6 percent of households with a white non-Latino householder.

Summary

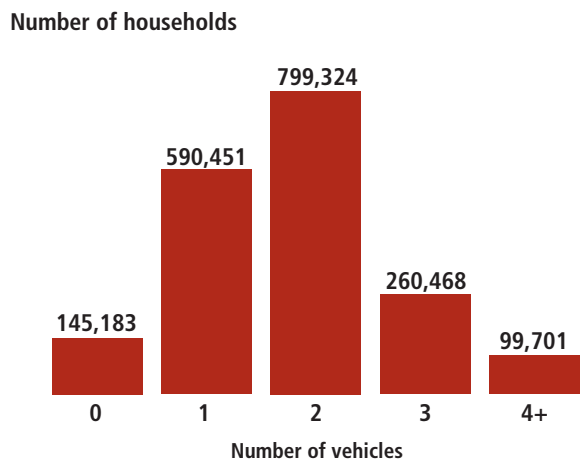
Commuting patterns have changed in Minnesota. More people are relying on personal vehicles, fewer are sharing

In Minnesota, African Americans most dependent on public transit to get to work



Source: 2000 census data

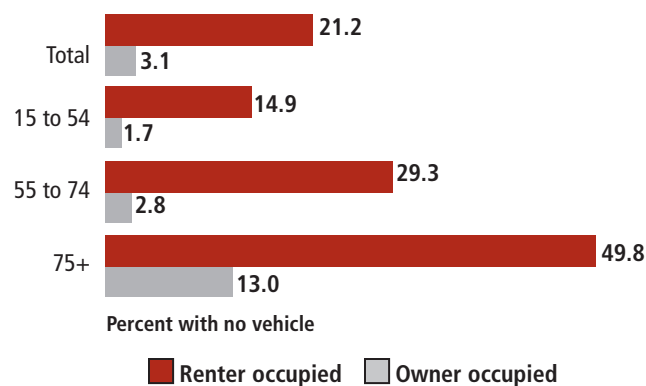
Majority of Minnesota households have one or two vehicles



Source: 2000 census data

Renters and older people most likely to be without a vehicle in Minnesota in 2000

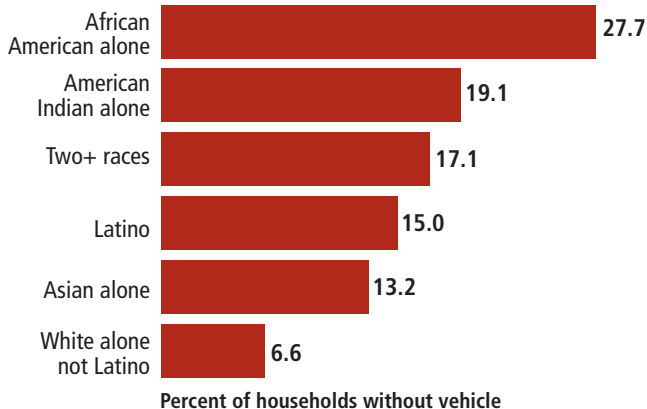
Householder age/tenure



State average: 7.7 percent
Source: 2000 census data

African American householders most likely to have no vehicles at home

Race/ethnicity of householder



State average: 7.7 percent
Source: 2000 census data

rides, more people are leaving for work at an early hour and the average travel time to work has become longer.

Commuting habits differ among regions of the state. Northern and western suburban and collar counties and north central Minnesota stand out for lengthy trips to work and increases in trip length. Close-in suburban counties of the Twin Cities have the greatest reliance on driving alone and some of the smallest increases in commute times. Areas with college and university campuses are most likely to have commuters who walk to work and have fewer people leaving for work before 6 a.m.

Nonwhite and Latino Minnesotans make more use of public transit and carpooling to get to work. They are also more likely to have no personal vehicle. Renters and older people are also likely to be without a vehicle for their transportation needs.

Sources:

Data on commuting times and type of transportation from 1960, 1970, 1980, 1990 and 2000 census data.

Data on licensed drivers and registered vehicles from the Minnesota Department of Public Safety.

Data on 2000 vehicle-miles of travel and lane miles from the Federal Highway Administration, U.S. Department of Transportation. <http://www.fhwa.dot.gov/policy/ohpi/hss/index.htm>

Data on 1990 vehicle-miles of travel and lane miles from *Highway Statistics 1990*, Federal Highway Administration, U.S. Department of Transportation.

Data on perceptions of traffic congestion as a problem from "Summary of 2001-2002 Twin Cities Annual Survey," Metropolitan Council Publication No. 74-03-009, February 2003. Respondents are asked, "In your opinion, what do you think is the SINGLE most important problem facing people in the Twin Cities metropolitan area today?"

The number of carpoolers in 1970 had to be estimated because the question was not asked directly. In 1970, respondents were asked whether they were a driver or a passenger of a vehicle. Apparently the possibility of switching duties was not considered. The estimate in this report assumes that average carpool size was the same in 1970 as in 2000.

MINNESOTA COUNTY JOURNEY TO WORK DATA, 2000

County	Workers 16 and over	Worked at home	Drove alone	Carpooled	Used public transportation	Walked	Other means	Average travel time to work, 2000	Average travel time to work, 1990	Change in travel time, 1990-2000
State of Minnesota	2,541,611	116,654	1,971,668	264,690	81,276	84,148	23,175	21.9	19.1	2.8
Aitkin	6,098	488	4,517	719	23	286	65	25.2	18.6	6.6
Anoka	162,802	5,229	134,070	16,516	4,406	1,717	864	27.3	24.7	2.6
Becker	13,630	972	10,381	1,728	48	381	120	23.1	17.5	5.6
Beltrami	17,713	904	12,809	2,597	162	1,073	168	19.4	16.1	3.3
Benton	18,652	828	15,163	1,877	266	357	161	21.1	18.2	2.9
Big Stone	2,457	234	1,769	272	12	158	12	15.7	12.5	3.2
Blue Earth	30,876	1,360	23,752	3,223	496	1,783	262	17.0	14.9	2.1
Brown	13,585	975	10,309	1,239	85	849	128	14.5	11.2	3.3
Carlton	14,100	523	11,583	1,534	28	346	86	21.2	17.0	4.2
Carver	37,317	2,058	30,836	3,261	285	711	166	25.6	22.8	2.8
Cass	11,436	783	8,497	1,440	105	440	171	21.9	18.9	3.0
Chippewa	6,256	509	4,811	665	22	216	33	15.3	12.8	2.5
Chisago	20,772	866	16,828	2,615	35	238	190	31.9	27.9	4.0
Clay	25,430	963	19,679	2,567	193	1,837	191	17.4	15.4	2.0
Clearwater	3,491	220	2,572	455	21	182	41	23.9	17.6	6.3
Cook	2,597	195	1,760	350	3	263	26	18.2	13.9	4.3
Cottonwood	5,799	521	4,240	626	27	323	62	14.0	11.0	3.0
Crow Wing	25,420	1,139	20,606	2,685	131	690	169	20.5	15.7	4.8
Dakota	197,794	7,062	165,063	17,755	4,542	2,011	1,361	22.8	20.7	2.1
Dodge	9,205	584	7,164	1,031	82	307	37	22.6	19.8	2.8
Douglas	16,283	1,231	12,858	1,495	58	510	131	17.2	14.3	2.9
Faribault	7,621	628	5,683	770	48	419	73	19.4	14.0	5.4
Fillmore	10,649	1,207	7,268	1,280	204	606	84	25.0	18.9	6.1
Freeborn	15,801	839	12,731	1,602	57	464	108	18.1	14.2	3.9
Goodhue	23,092	1,265	18,341	2,288	244	827	127	21.3	18.3	3.0
Grant	2,959	314	2,168	290	3	168	16	19.0	13.1	5.9
Hennepin	607,567	23,816	455,123	57,684	43,737	19,116	8,091	22.2	20.2	2.0
Houston	10,009	849	7,562	978	30	497	93	20.7	16.7	4.0
Hubbard	7,862	476	6,123	946	43	231	43	20.7	17.2	3.5
Isanti	16,085	628	12,868	2,101	81	292	115	32.6	30.0	2.6
Itasca	18,909	772	15,129	2,239	104	528	137	22.0	18.1	3.9
Jackson	5,596	550	4,286	499	21	198	42	15.7	13.8	1.9
Kanabec	7,038	387	5,403	1,009	19	186	34	31.3	24.2	7.1
Kandiyohi	20,815	1,060	16,340	2,361	285	637	132	17.9	14.7	3.2
Kittson	2,255	187	1,577	327	15	149	0	19.5	14.5	5.0
Koochiching	6,358	278	4,978	701	38	274	89	15.5	12.9	2.6
Lac qui Parle	3,800	425	2,735	343	18	250	29	17.5	14.1	3.4
Lake	5,114	262	3,856	643	0	301	52	21.4	16.0	5.4
Lake of the Woods	2,123	203	1,447	307	0	141	25	17.4	15.1	2.3
Le Sueur	13,204	718	10,332	1,487	50	499	118	22.5	19.6	2.9
Lincoln	3,066	390	2,210	266	7	175	18	18.3	14.6	3.7
Lyon	13,216	693	10,017	1,483	179	752	92	13.5	11.6	1.9
McLeod	18,233	1,074	14,290	2,021	88	635	125	20.1	15.8	4.3
Mahnomen	2,200	234	1,460	327	11	140	28	21.5	16.7	4.8

MINNESOTA COUNTY JOURNEY TO WORK DATA, 2000

County	Workers 16 and over	Worked at home	Drove alone	Carpooled	Used public transportation	Walked	Other means	Average travel time to work, 2000	Average travel time to work, 1990	Change in travel time, 1990-2000
Marshall	4,460	351	3,266	607	1	205	30	23.2	16.9	6.3
Martin	10,620	688	8,400	945	76	409	102	15.8	12.4	3.4
Meeker	10,969	689	8,494	1,206	26	433	121	23.8	19.2	4.6
Mille Lacs	10,531	613	7,851	1,538	14	424	91	27.1	21.7	5.4
Morrison	14,849	1,302	10,925	1,864	26	614	118	24.6	19.0	5.6
Mower	18,336	833	14,502	1,908	286	657	150	18.7	16.4	2.3
Murray	4,489	492	3,127	537	34	249	50	20.1	14.2	5.9
Nicollet	16,542	825	12,664	1,425	42	1,455	131	15.1	13.0	2.1
Nobles	10,012	754	7,077	1,565	99	456	61	15.8	12.9	2.9
Norman	3,328	287	2,353	406	9	233	40	20.9	15.3	5.6
Olmsted	65,891	2,439	50,897	7,430	2,058	2,479	588	16.3	14.8	1.5
Otter Tail	26,150	1,903	19,848	2,892	131	1,196	180	19.4	15.0	4.4
Pennington	6,558	308	5,062	882	88	178	40	14.9	12.7	2.2
Pine	11,602	734	8,721	1,625	38	359	125	30.2	23.8	6.4
Pipestone	4,889	386	3,701	435	1	317	49	15.2	12.1	3.1
Polk	14,186	765	10,954	1,543	53	758	113	16.5	14.4	2.1
Pope	5,285	602	3,978	433	9	223	40	18.0	15.4	2.6
Ramsey	260,287	8,037	195,317	28,735	15,718	9,856	2,624	21.2	19.1	2.1
Red Lake	1,903	159	1,383	236	3	115	7	21.2	15.9	5.3
Redwood	8,061	744	5,822	830	92	468	105	16.4	12.3	4.1
Renville	8,176	737	6,001	902	49	428	59	18.8	14.3	4.5
Rice	28,604	1,401	20,337	3,438	200	2,797	431	20.2	16.8	3.4
Rock	4,850	481	3,395	652	16	268	38	19.0	16.0	3.0
Roseau	8,358	450	5,680	1,817	25	304	82	17.5	14.8	2.7
St. Louis	92,771	3,211	72,671	10,143	2,057	4,003	686	19.4	17.4	2.0
Scott	48,858	2,250	40,810	4,578	441	563	216	24.3	22.8	1.5
Sherburne	34,084	1,481	27,662	4,229	126	427	159	29.9	26.7	3.2
Sibley	7,839	642	5,630	1,124	15	364	64	24.1	18.8	5.3
Stearns	71,453	4,150	55,144	6,746	849	4,005	559	19.3	15.9	3.4
Steele	17,848	937	14,221	1,963	43	513	171	16.3	13.9	2.4
Stevens	5,152	401	3,530	466	93	584	78	13.0	10.2	2.8
Swift	5,160	427	3,900	463	28	278	64	17.2	14.1	3.1
Todd	11,019	1,135	7,911	1,291	6	548	128	23.2	15.3	7.9
Traverse	1,634	235	1,123	127	2	140	7	13.2	11.0	2.2
Wabasha	11,174	951	8,166	1,132	193	617	115	23.7	20.5	3.2
Wadena	5,831	474	4,310	699	57	243	48	19.3	13.5	5.8
Waseca	9,652	552	7,523	1,162	85	300	30	17.6	14.8	2.8
Washington	107,454	4,084	89,991	10,147	1,438	1,206	588	24.6	22.3	2.3
Watsonwan	5,495	346	3,978	763	7	341	60	17.7	12.7	5.0
Wilkin	3,414	281	2,631	316	11	138	37	18.3	13.3	5.0
Winona	26,103	1,457	19,686	2,433	251	1,895	381	17.0	14.4	2.6
Wright	47,284	2,301	37,957	5,946	164	647	269	29.1	26.4	2.7
Yellow Medicine	5,165	460	3,875	509	4	292	25	16.8	13.6	3.2

Sources: 1990 and 2000 Census, SF3 data