

**CITY OF SAINT PETER, MINNESOTA  
AGENDA AND NOTICE OF MEETING**

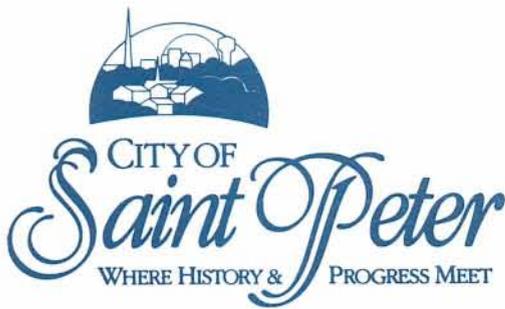
Regular Workshop Session of Monday, March 21, 2016  
Library Meeting Room – 5:30 p.m.\*  
601 South Washington Avenue

- I. **CALL TO ORDER**
  
- II. **DISCUSSION**
  - A. Fire Department By-Law Modification
  - B. Transit Update
  - C. Traffic Sign Policy
  - D. Property Acquisition (St. Julien and Old MN)
  - E. Traverse Acres Street Naming
  - C. Others
  
- III. **ADJOURNMENT**

Office of the City Administrator  
Todd Prafke

TP/bal

\*Councilmember Carlin will be participating through a remote video feed from Community Room, 5th Floor, 77 Jalan Dato Keramat, Birch Plaza, Penang Times Square, Georgetown, Penang, Malaysia. Time at her location will be 7:30 a.m. Tuesday.



## Memorandum

**TO:** Honorable Mayor Zieman  
Members of the City Council

**DATE:** 3/17/2016

**FROM:** Todd Prafke  
City Administrator

**RE:** Fire Department By-Law Modifications

### **ACTION/RECOMMENDATION**

For your information and discussion as directed.

### **BACKGROUND**

Council has discussed the two proposed changes to the By-Laws on previous occasions. At your last meeting the issue was tabled and you asked that it be brought to this workshop for additional discussion.

The first and most significant change relates to an attempt to provide clearer direction to Firefighters and the Board of Fire officers. Both of which are responsible for the following of and enforcement of rules on a day in day out basis within the Department.

As members know, the Department is not autonomous but has traditionally been given great ability to recommend changes to its own operational rules. With that ability comes responsibility for the enforcement of the rules. This is especially true in a "volunteer" setting that we currently see in place within our department.

Over the last decade or so, substantial changes to the expectations and liabilities of Departments, such as yours, have taken place. A change in training and service requirements and the need for additional professionalism within service is expected by the larger community. We depend on these great volunteers to be ever ready to save life and property. It is not only an expectation, but in some ways relates to the positive benefits members receive after many years of service. The proposed modification, related to alcohol consumption prior to responding to a call or participating in activities of the department, is part a parcel of those changing norms. The goal of the City and the Department, and the reason for the Department's existence is to help others. Saving person and property during an emergency and being able to increase the odds of all coming home safely should be a canon of the Department's mission. That mission is hindered when use of alcohol impairs ability to perform. It is hard for me to imagine a scenario that could be worse than finding that one of our firefighters was impaired leading to injury of themselves or even worse the injury or death of another. My hope, through this recommended change, is to reduce the chances of seeing the scenario become real.

This is an issue that I believe is needed to assist all Firefighter and Officers in a clearer understanding in following the rules and in enforcement of the rules. It is not a "silver bullet" that can solve all issues related to participation in Fire Department activities but the change can go a long way to clarify roles and responsibilities and moving the culture of the Department in a way that I believe best serves the community.

The change is loosely based on Federal Aviation Administration rules related to being in cockpit after use of alcohol. That general theory is recommended for application in our By-Laws though an eight (8) hour limit. In other words, firefighters should self-restrict and not participate in Departmental activities or emergency calls within 8 hours after the consumption of Alcohol. If they do or attend activities in an impaired state they can face the same disciplinary process as is in place for other violations of the By-Laws.

The previous policy had very similar application but the limits were much less defined. This eight (8) hour application is intended to provide additional clarity which I hope will assist in providing additional self-monitoring on the part of our firefighters and give Officers better ability to enforce the rules and expectations of the City and the Department.

This modification has not been reviewed for recommendation by the Department but has been discussed with the Board of Fire Officers. This process is a bit unusual as in most instances a direct recombination of the Board of Fire officers is made through me. This is however clearly within the rules for modification to the By-Laws.

The second or later change related to a clarification on the annual basis for which benefits will be distributed. This is a change that occurred previously but was overlooked in that last revision of the By-Laws. This is considered a continuity correction.

Both modifications can be found in section XII. A draft of that section is attached.

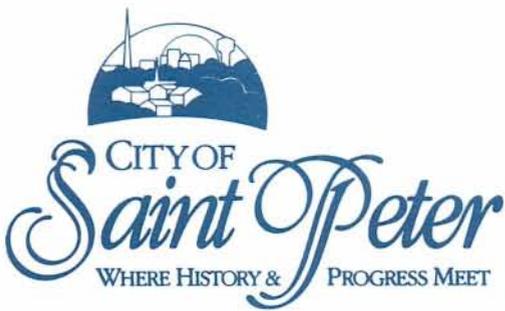
Please feel free to contact me if you have any questions or concerns about this agenda item.

TP/bal

DRAFT

ARTICLE XII  
DUTIES AND PRIVILEGES

2. The Fire Chief has the right to impose disciplinary action upon any member for just cause. Just cause includes, but is not limited to, the following:
  - A. Incompetence in the performance of job duties;
  - B. Failure to report or refusal to work when necessary to keep essential services operating or provide service to the public;
  - C. Reporting for work under the influence of alcohol or under the influence of drugs when not under the supervision of a medical doctor; or reporting to a call, training or meeting within 8 hours of the consumption of alcohol.
  - D. Use of intoxicating beverages or illegal drugs while on duty including breaks and meals;
  - E. Willful misconduct or insubordination;
  - F. Carelessness and/or negligence in the handling or control of municipal property;
  - G. Discourteous, abusive or insulting conduct toward the public or other members;
  - H. Proven dishonesty in the performance of duties;
  - I. Acceptance of a gift under circumstances from which it could be inferred that the giver expected, hoped for, or received preferential treatment in a municipal function or service;
  - J. Evidence of failure to observe safety rules and regulations;
  - K. Failure to observe Federal, state or local laws, Fire Department Policies or ROG;
  - L. Misconduct;
  - M. Failing to meet the minimum standards of attendance at meetings, drills, alarms, or training shall require members to appear before the Fire Chief to determine if the member should be subject to disciplinary action. Any member adjudicated to be in violation of these standards shall forfeit his/her semi-annual benefit.



## Memorandum

**TO:** Todd Prafke  
City Administrator

**DATE:** March 15, 2016

**FROM:** Paula O'Connell  
Director of Finance

**RE:** Transit Update

### ACTION/RECOMMENDATION

None needed. For your information and discussion.

### BACKGROUND

The financial position of the Transit Fund is improving with each year. The 2015 operating expenses totaled \$310,671. When all the revenues are received and calculated, the ending fund balance for 2015 is expected to be \$63,727. This is an improvement of \$49,000 over the 2014 year. As a reminder, the State and Federal grants cover 80% of our operations. From this reserve we are able to make our 20% (\$14,400) contribution for the purchase of the new bus that arrived in February 2016. There will be another bus ordered in 2016, which will have a similar local share cost of approximately \$14,400 cash. It may be important to note that the City provides no tax levy for the services provided. In other words, the State Grant and fares pay all the costs associated with our operations and have done so for the last decade or more.

In 2013 the Saint Peter Transit went from a 2 bus dial a ride system to 1 route bus and 1 dial a ride bus system. The 2015 ridership is down 4,700 rides from 2013. It is still believed that the route is necessary in order to have sustainability in public transportation. With the increased rates and the system change, people may have just combined their transportation needs and don't ride as often. As an example instead of going to the store three times per week they now go once. We continue to educate the community on how to ride the bus and to make it accessible. A State provided marketing grant in 2016 will assist us in further educating the community.

Preschool ridership has fluctuated over the years. In 2013 we had 3,237 rides provided and in 2015 we provided 2,870 rides. Our area served, times of operation, or staff has not changed in this time period; which leads me to believe the change in ridership is more likely due to class sizes and needs of the families. The Preschool Express is not a service that contributes to the increase in fund balance.

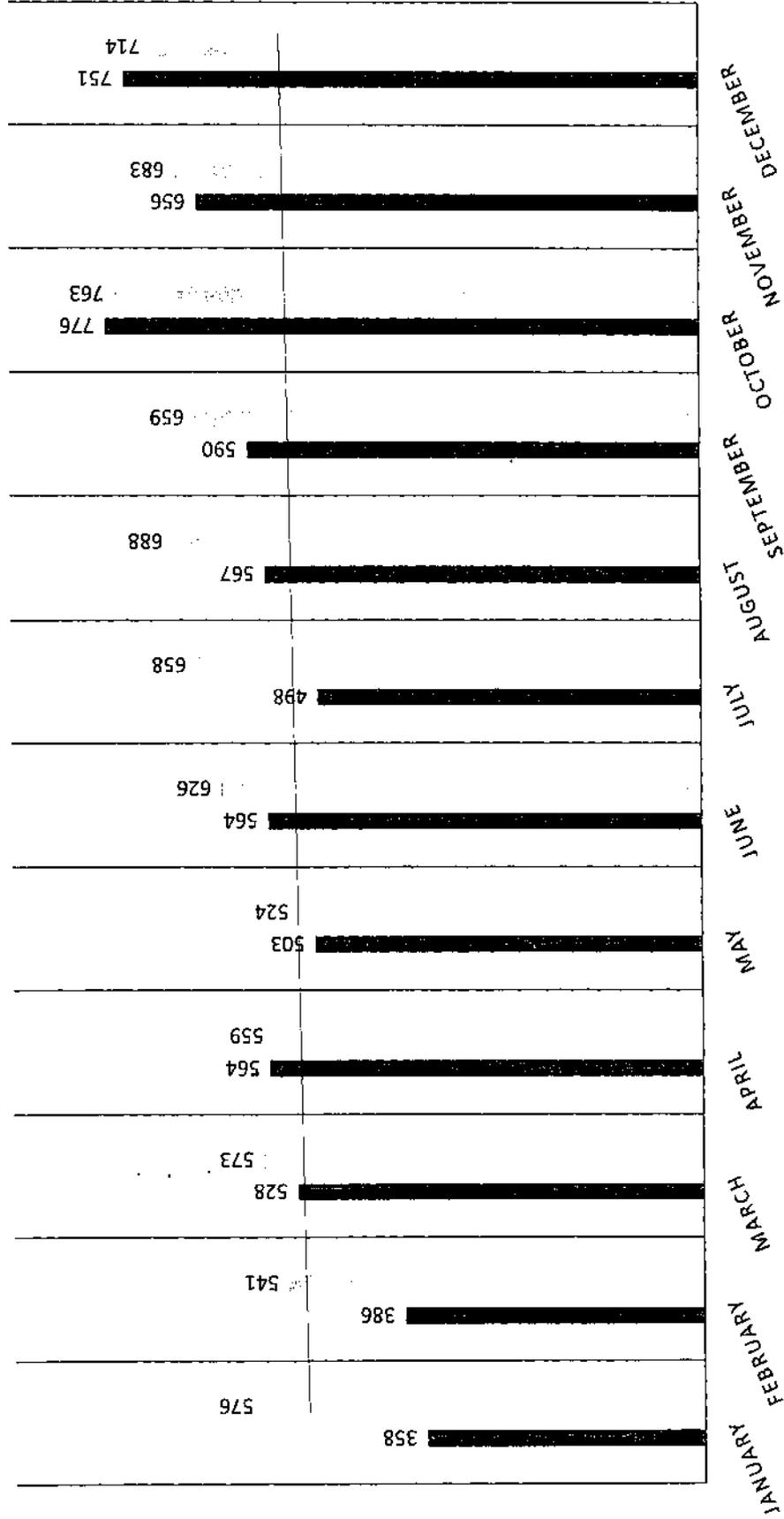
The next meeting regarding Transit for the Future is scheduled for April 13. We will be discussing organizational structure with Nicollet County, Le Sueur County, Blue Earth County, Vine, and the City of Le Sueur. There is also a second committee that is discussing the service needs (design) of a county wide transportation system.

I have attached some charts showing some comparative data that the Council may find of interest.

Please feel free to contact me should you have any questions or concerns about this agenda item.

# ROUTE RIDES BY YEAR

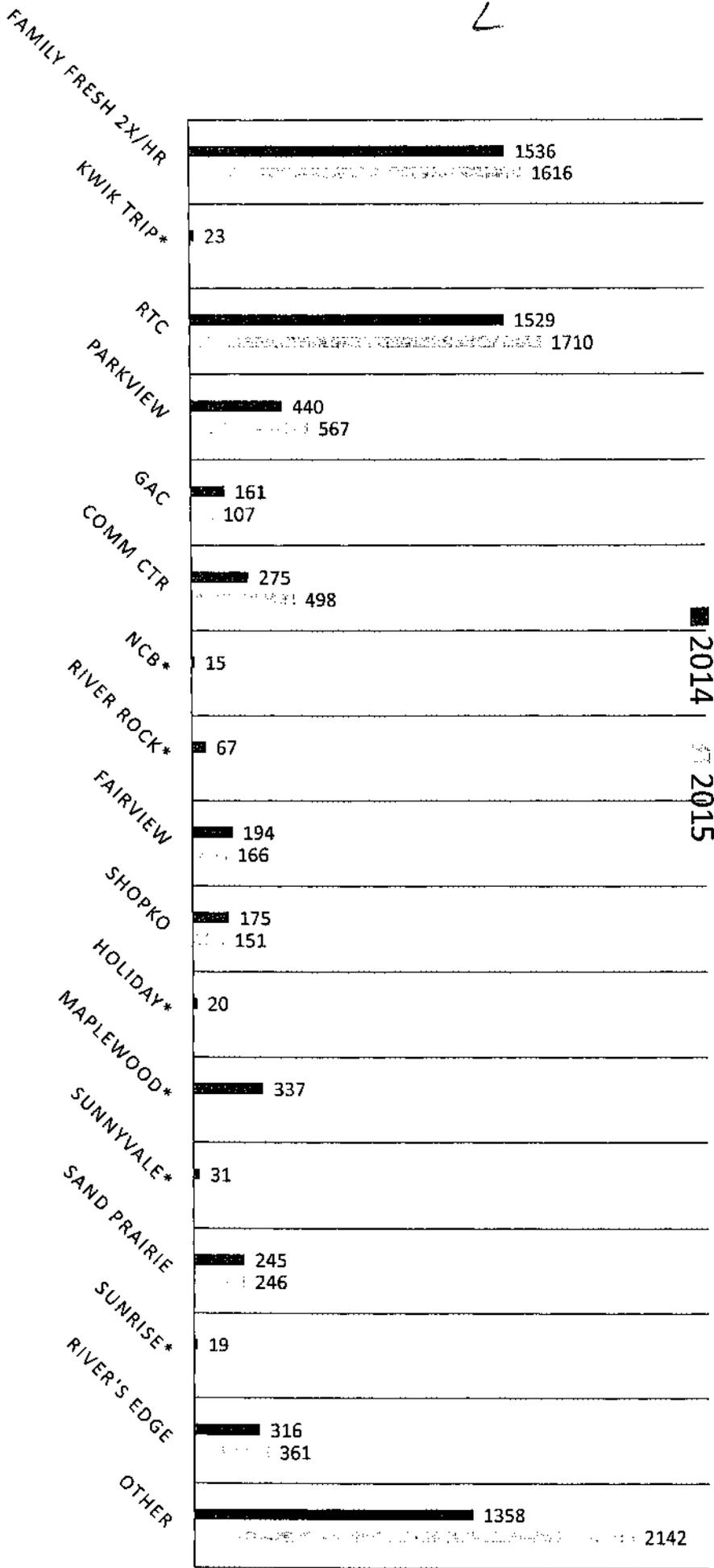
■ 2014 (6741 Total)    2015 (7564 Total)



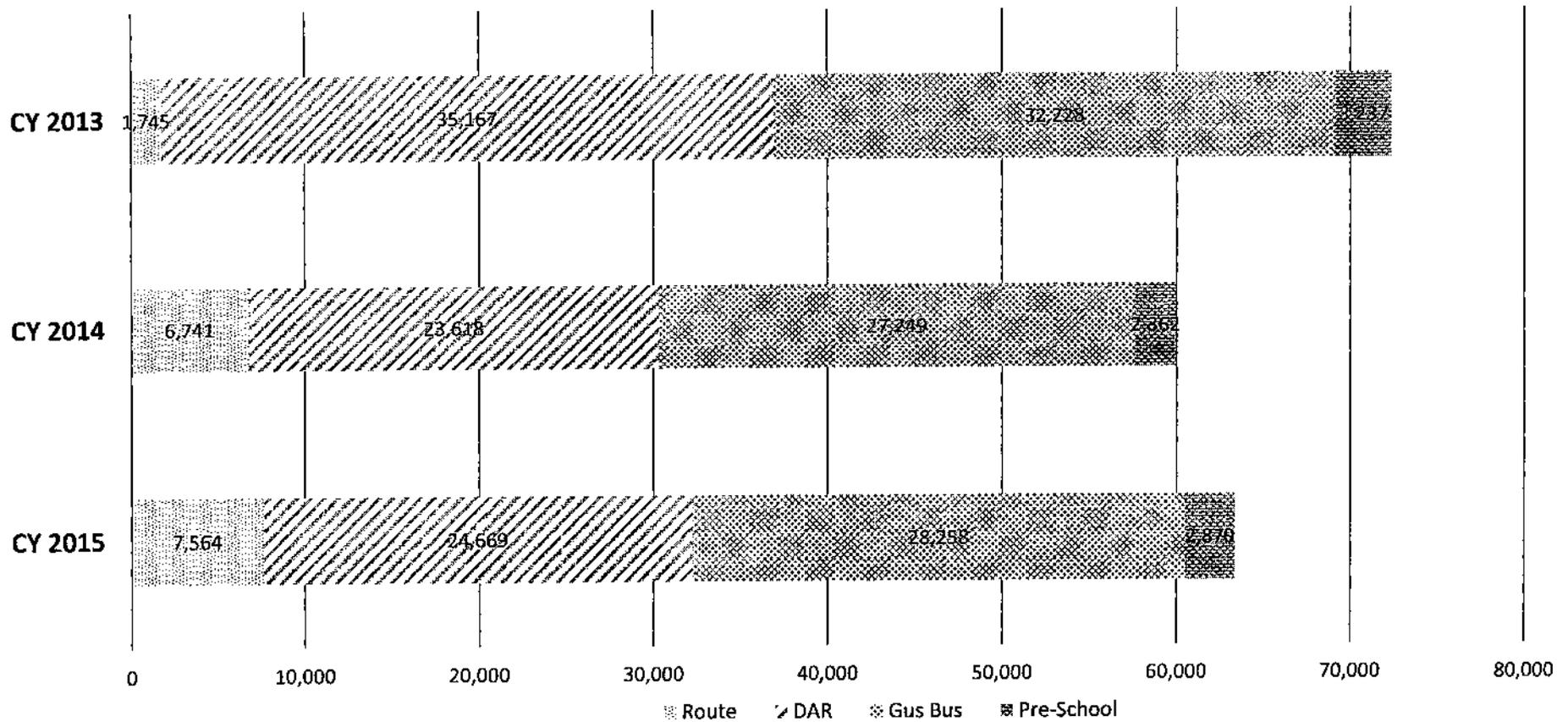
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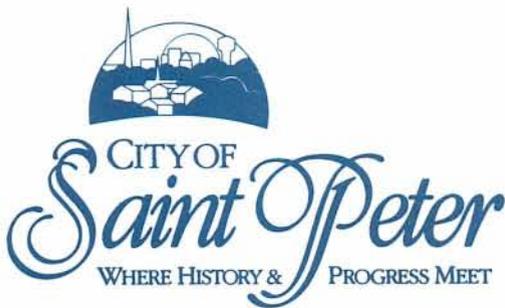
# Route Stop Usage

\*\* denotes stops that were discontinued in 2014



# Annual Total Rides by Type





## Memorandum

**TO:** Todd Prafke  
City Administrator

**DATE:** March 17, 2016

**FROM:** Pete Moulton  
Public Works Director

**RE:** Traffic Sign Installation and Maintenance Policy

### **ACTION/RECOMMENDATION**

For your information and discussion only.

### **BACKGROUND**

In 2008, the Federal Highway Administration (FHWA) enacted new laws mandating specific changes to the Minnesota Manual on Uniform Control Devices (MMUTCD). The main purpose of these new laws were to improve the nighttime visibility of traffic signs. The federal mandate required state and local agencies to meet the following requirements by the compliance dates noted.

- January 2012: Agencies must establish and implement a sign assessment or management method to maintain minimum levels of sign retro-reflectivity.
- January 2015: Agencies must replace regulatory, warning, and ground-mounted guide signs (except street name) that are identified using the assessment or management methods as failing to meet the established minimum levels of sign retro-reflectivity.
- January 2018: Agencies must replace street name signs and overhead guide signs that are identified using the assessment or management methods as failing to meet the established minimum levels of sign retro-reflectivity.

Approximately three years later in August of 2011, the federal government announced a proposal eliminating many of the burdensome regulations related to street signs. That proposal included extending the January 2012 compliance date related to establishing and implementing a sign management method to maintain minimum levels of sign retro-reflectivity to 2014. The proposal also eliminated the January 2015 and 2018 compliance dates noted above.

On May 14, 2012, the FWHA published the final revisions to the Manual on Uniform Traffic Control Devices (MUTCD). The manual defines criteria "used by road managers nationwide to install and maintain traffic control devices" on public roads.

The City of Saint Peter follows the standards in the MMUTCD and this policy provides clear and definitive direction to staff regarding the proper maintenance of the City's street signs including, but not limited to, what information is to be gathered when inventorying street signs, how to identify excessive signing for removal, how to evaluate minimum retroreflectivity levels, sign replacement prioritization, and general on-going maintenance strategies.

So rather than having to change out signs solely related to age or other more arbitrary criteria we are now allowed to have a policy that defines the criteria and process we will use to evaluate signs and determine if they meet reflectivity and other standards. In addition having a policy is, in many instances, a "check off" for funding related to roads.

Our policy which follow the MUTCD also defines is the retroreflectivity requirements. Retroreflectivity generally describes the efficiency of a material to redirect light back to its source. Retroreflective sign materials are engineered to redirect most of the light back toward the source, which gives signs and some pavement markings a brighter appearance at night from the driver's perspective. Motorists therefore experience the benefits of retro-reflectivity when the light from their headlights shine on traffic signs and are redirected back towards the driver's eyes, making the legend on the sign easier to see.

The City has been following the MMUTCD standards since 2008, and as part of our Street Maintenance program have currently replaced all STOP, warning and regulatory signs along with all informational signs. Staff is now working on replacement of all street name plates to meet DG3 reflectivity requirements.

Staff is recommending the City Council approve this traffic sign installation and maintenance policy as a City standard to follow meeting the State's required standards by the Federal Highway Administration.

Please feel free to contact us should you have any questions or concerns.

PM/amg

**DRAFT  
CITY OF SAINT PETER  
TRAFFIC SIGN INSTALLATION & MAINTENANCE PROGRAM  
For Signs Located Within the Public Right-Of-Way**

**1. Rationale:**

The City of Saint Peter City Code states that sign installation and maintenance shall follow State Statute 169.06 and the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD) which establishes uniformity of design, placement, operation and maintenance of traffic control devices. This program determines how the City will respond, maintain, and install city signs in the right-of-way.

**2. Sign Types:**

Signs are classified into six general categories:

1. Regulatory
2. Warning
3. Construction
4. Delineation
5. Informational
6. Special Purpose

Regulatory

Regulatory signs inform drivers on how to function at an intersection and on a street. Certain criteria must be met before these signs are installed; which is set out in the *Manual of Uniform Traffic Control Devices* (MUTCD) and the *Minnesota Manual of Uniform Traffic Control Devices* (MMUTCD). Both documents specify conditions for sign installation and location. Maintenance requirements are also identified as needed for these types of signs. The courts look to this national publication, MUTCD, and also the state publication, MMUTCD, when determining the reasonableness of installation and maintenance.

*Examples of Regulatory Signs: STOP, YIELD, Do Not Enter, One-Way, Speed Limit, etc.*

Warning

Warning signs are signs that provide advance warning to drivers or pedestrians that a continuing hazard or situation is or lies ahead. As with regulatory signs, these signs are mandated by MUTCD and MMUTCD standards as to "when" and "where" they may be installed.

*Examples of Warning Signs: Dead End, School Crossing, Bump, Stop Ahead, etc.*

Construction

Construction signs and devices are used in construction zones. These signs and devices are installed to move vehicles and pedestrians safely through or around a construction zone. The City and the City's authorized contractors are required at a minimum to follow all rules mandated in the MUTCD and MMUTCD. Contractors and the City of Saint Peter are required to monitor the construction zone daily and provide all maintenance documents and record changes that are needed to keep the work zone signage and devices in compliance with City standards for the safety of drivers, workers, and pedestrians.

*Examples of Construction Signs: Roadwork Ahead, Construction Zone Ahead, etc.*

Delineation

Delineation signs/markers are used to restrict or guide traffic through an area of concern. LED signs and message boards are also frequently used.

*Examples of Delineation Signs: Curves, Restricted lane width, large culverts, raised medians, etc.*

Informational

Informational signs provide additional information to help drivers find particular streets or to direct them in certain areas.

*Examples of Directional Signs: Street name – WASHINGTON AVE, Tourist Info, Bike Route, etc.*

Special Purpose

Special purpose signs are signs approved by the City for general traffic purposes to provide for safety and/or unique circumstances.

*Examples of Special Purpose Signs: Crime Watch, Drug Free Zone, Deaf Child, Blind Child, Parking Restrictions, Children Playing, Watch for Children, etc.*

### **3. Procedure for Sign Requests:**

All signs installed in the public right-of-way are approved by the Director of Public Works.

When a sign request is received, the receiving department will complete the City of Saint Peter Sign Request form, including the applicant's information, and will forward to the Director of Public Works who will work with the City Engineer and the Chief of Police to evaluate the request.

The request will be reviewed and additional information gathered by City Staff. If it is determined that the sign is in the best interest of the traveling public and does not violate MMUTCD standards it may be recommended for final approval.

1. Recommended for installation:

If recommended, cost allocations for the installation will be set and discussed with the responsible party.

2. Not recommended for installation:

If it is recommended that the sign not be installed. The Public Works Director will notify the applicant explaining the decision.

### **4. Procedure for Sign Installation:**

All signs installed in the public right-of-way shall be installed by the Department of Public Works. Signs on state highways and county roads will be installed by the respective agency with jurisdiction of the right-of-way.

### **5. Sign Inventory and Approved Sign Evaluation Method:**

Signs identified as failed, damaged, stolen, or missing (of any type) will be replaced as soon as possible. Priority repair and/or replacement shall be given to Regulatory and Warning signs on roads with high vehicle usage and signs that serve a direct and essential safety function.

*Examples of the priority of sign repair and/or replacement:*

1. STOP, YIELD, Speed Limits, Parking Restrictions, Delineation
2. PED X-ING, HILL, CURVE, STOP AHEAD
3. Acknowledgement signs, including Memorial signs
4. All signs with blue or brown backgrounds, and
5. Bikeway signs that are intended for exclusive use by bicyclists and pedestrians.

The City's goal of maintaining sign retroreflectivity will be to maintain a sign inventory of all new or replacement signs installed after the effective date of this policy. The inventory, at a minimum, shall indicate the MMUTCD sign code, the size, sheeting type, structure type, sign fabricator, sign legend, type of sign, the location of the sign, the date of installation or replacement, and the maintenance history performed on the sign.

For existing signs, the City will complete an inventory of all signs covered by this policy. The City recognizes this process will occur over time subject to the City's monetary and staff resources. The City shall record the above information related to new and existing signs to the extent that such information is known and shall also include a statement on the general condition of the sign, if appropriate.

**Expected Sign Life:** The installation date is recorded when a sign is installed so that the age of any given sign is known. The age of the sign is compared to the expected sign life. The expected sign life is based on the experience of sign retroreflectivity degradation in the City and appropriate reference documents. Signs older than the expected life will be replaced upon failure. The City adopts a sign life of fifteen (15) years for all signs.

The City will use measurements night time visual inspections for reflectivity and verify that a sign exceeding the expected sign life may be in need of replacement. A sign exceeding the expected sign life may be left in service if the sign complies with minimum requirements. When a sign is left in service

beyond the expected sign life, regularly scheduled night time visual inspections will be implemented and/or future replacement will be scheduled.

**6. Procedure for Cost Allocation:**

When the City determines that a sign is necessary and/or a sign warrants placement, the City shall pay for engineering services required, installation, and maintenance of the sign as follows:

Regulatory, Warning, Informational, Construction Signs, and Delineation:

The City shall be responsible for all costs of installation, routing maintenance, and refurbishing of signs.

For extraordinary maintenance such as vandalism, theft, damage, etc., the City shall charge for the full cost of replacement to the responsible party and they shall be held responsible according to state and local ordinances.

Special Purpose Signs:

Special purpose signs serve a limited number of citizens' needs and are not signs required for the safe and efficient movement of people and goods. As the signs benefit only a limited group of people or individuals, the City will charge for the installation and replacement in order to defray costs and maintenance of signs in this category.

If the Director of Public Works approves installing a requested special purpose sign, the City will charge the applicant per the City's established fee schedule. The sign costs may also be split based on the availability of other fund sources and the contribution that the sign makes to the public good.

New Subdivision Development Signs:

The developer will be responsible to fund the cost of all the materials (signs, posts) for the initial installation of the signs. The City shall assume responsibility for all costs of installation, maintenance, and replacement after the initial installation.

**City of Saint Peter**

Department of Public Works  
405 West Saint Julien Street, Saint Peter, MN 56082 -1874  
(507) 934-0670 Fax (507) 934-1358

Right-of-Way Sign Request Form

Must be within the Saint Peter city limits. Please fill out information below. All information is required for your request.

Date: \_\_\_\_\_

Name (First and Last): \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

E-mail: \_\_\_\_\_

Contact Phone: \_\_\_\_\_

Please provide us with the following information about the sign requested: (include map if necessary)

Sign Type Requested: \_\_\_\_\_

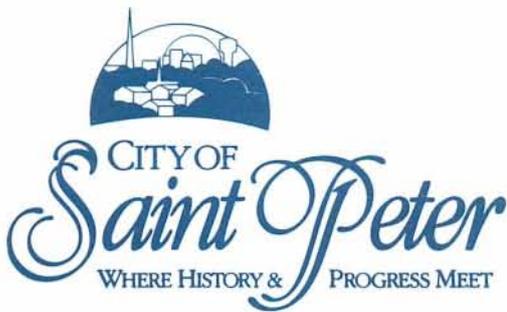
Location: \_\_\_\_\_

Please explain why a new sign is needed: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Approved By: \_\_\_\_\_ Date: \_\_\_\_\_



## Memorandum

**TO:** Todd Prafke  
City Administrator

**DATE:** 3/17/16

**FROM:** Russ Wille  
Community Development Director

**RE:** Property Acquisition – 151 West St. Julien St.  
(National Retail Properties)

### **ACTION/RECOMMENDATION**

For your information and input.

### **BACKGROUND**

My goal for the discussion at this workshop is to provide information and explanation as to the process and suggested timeline of acquiring the 151 West St. Julien Street property to provide sufficient land to implement future traffic control measures at the intersection of St. Julien and Old Minnesota Avenue.

The City of Saint Peter has successfully negotiated the acquisition of property from Northern Con-Agg, McDonalds and Holiday. The acquisitions were necessary to provide the land for the implementation of future traffic control measures at the Old Minnesota Avenue and St. Julien Street intersection.

The only property on the corner that the City has not been able to negotiate the acquisition of is the National Retail Properties (NRP) site at the northwest corner of the intersection. Right-of-Way Plat #3, previously adopted by the City Council would suggest that it would be appropriate to acquire a 2,721 square foot parcel from National Retail Properties to complete the r-o-w acquisition.

In addition to the permanent acquisition, successful completion of the traffic control improvements would require the acquisition of a very small temporary construction easement which would be relinquished upon the completion of the project.

Future traffic control measures have been suggested due to the anticipated increase in vehicular traffic at the Old Minnesota and St. Julien intersection. 2012 counts established average daily traffic counts on St. Julien Street of 2,500 vehicles in the one block area between Highway 169 and Old Minnesota Avenue. By 2030, as more development occurs, ADT at this site is expected to increase to 10,300, a 412% increase over 2012 counts. The Council has discussed, and staff is very cognizant of the need to be ready to make an improvement when development starts to occur, not too far in advance. The strategy relies on having all of the property assembled in advance.

National Retail Properties currently leases the site and facilities to Advanced Auto Parts which assumed the lease of Carquest Auto.

Dan Wilson of Wilson Development Services has been attempting to negotiate the acquisition with representatives of National Retail Properties. His attempts have been unsuccessful and NRP has repeatedly indicated that the land would need to be acquired via the eminent domain process.

It is my suggestion, and Mr. Wilson concurs, that future negotiations with National Retail Properties would be futile. It is my suggestion that the City Council initiate condemnation proceedings in the near future. To begin the process it would be appropriate for the City Council to authorize Mr. Wilson to make a "last written offer". If NPR were to reject the offer the matter would be settled via the eminent domain process.

A February 2014 appraisal of the property to be acquired suggested a purchase price of \$21,500. NPR raised objections to the identified design of the altered intersection and indicated that they would not accept the appraised value due to concerns of their tenant.

Acknowledging the NRP concerns, the plan was altered to reduce the land needed for a temporary construction easements. The land was re-appraised given the altered design and reduced temporary easement encumbrance. The new October 2015 appraisal established a \$16,400 value.

The City Council will be asked to authorize Mr. Wilson to provide National Retail Properties with what would be considered to be the City's "last written offer". The City Council will be asked to establish the dollar amount of the last written offer in closed session at an upcoming City Council meeting.

The amount of the last written offer is important in that there are financial ramifications imposed by 2006 state legislation if the City's last written offer is artificially low.

If the matter is not settled before the court proceedings, the Judge may require the City to pay NRP's legal costs if the courts final value is 120% of the City's last written offer. If the final court value is 140% of the last written offer, the Judge "shall" require the City's payment of the NRP legal costs.

Mr. Wilson's considerable experience suggests that these small value condemnations would typically settle before court intervention is necessary.

Please feel free to contact me should you have any questions or concerns on this agenda item.

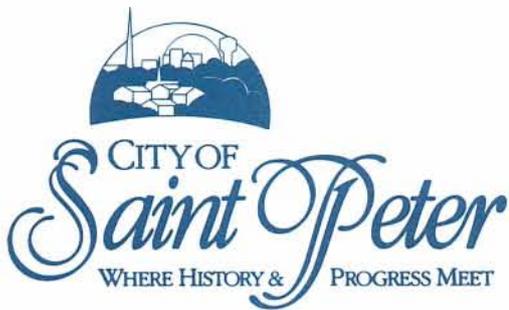
RJW



Google earth

feet  
meters





## Memorandum

**TO:** Todd Prafke  
City Administrator

**DATE:** 3/17/16

**FROM:** Russ Wille  
Community Development Director

**RE:** Traverse Acres Subdivision – Street Naming

### **ACTION/RECOMMENDATION**

Consider the appropriate names for the streets within the Traverse Acres plat.

### **BACKGROUND**

The Planning and Zoning Commission has held a public hearing regarding the Preliminary Plat of Traverse Acres Subdivision. Subsequent to the hearing, the Commission recommended that the City Council accept the Preliminary Plat and Final Plat of Traverse Acres. The City Council is scheduled to consider the plats at the upcoming March 28<sup>th</sup> meeting and names are needed at that time.

This would be the opportunity to discuss and consider the names of streets prior to official action at your next City Council meeting.

I have attached three lists for your consideration. The first is the list of "historic" individuals from Saint Peter's past. I inherited the list in 2001 when I began my duties as Community Development Director. I do not know the origination of the list or the methodology behind creating the roster, however the names within Nicollet Meadows, Washington Terrace and the North Industrial Park are from this historic listing.

The second list is the names of existing streets within Saint Peter. When naming new streets, it is important to avoid similarly sounding street names which can lead to dire consequences when 911 respondents are dispatched to the wrong address during an emergency.

The last list is one of Saint Peter Mayors as was discussed at a previous workshop.

If there is an apparent consensus amongst the Council and Mayor as to name changes they would like to see, I will prepare the resolution approving the plats with those amendments.

Please feel free to contact me should you have any questions or concerns on this agenda item.

RJW

<b>TRAVERSE DES SIOUX PLAT</b>		
Coleman	Redstone	Dacota
Emerals	Terrance	Ewing
Miniowa	Liberty	Cedar
Mazasha		
<b>EARLY SETTLER:</b>		
Birdsall, Daniel	Original surveyor of town.	
Wainright	First grist mill and sawmill.	
Howes	First warehouse.	
Rolette, Joseph	Stole bill naming St. Peter capitol.	
Smith	Established 1st National Bank	
Donahower, F.A.	Established 1st National Bank	
Miller	Owned meat market .	311 S. Minnesota Ave.
Strand, S.O.	Owned millinery.	214 S. Minnesota Ave.
Rost, A.J.	Owned jewelry store.	223 S. Minnesota Ave.
Lunden	Owned general store.	218 S. Minnesota Ave.
Satory	Owned drug store.	216 S. Minnesota Ave.
Heraid	St. Peter Newspaper	
Anderson, Oliver	Built 201-215 S. Minnesota Ave.	
Swanbeck	Built 204 S. Minnesota Ave.	
Lamberton	Built 207 S. Minnesota Ave.	
Cook, Andrew	Built 212 S. Minnesota Ave.	
Malmo, L.A.	Built cigar factory	209 S. Minnesota Ave.
Menton, F.J.	Saloon owner.	209 S. Minnesota Ave.
Hanson	Early undertaker, furniture maker.	
Smesrud	Early undertaker, furniture maker.	
Meade, Col. D.R.	Owned hardware store.	
Sporing, Herman	Businessman	
Schmidt, A.W.	Built shoe store.	221 S. Minnesota Ave.
Lantz	Built shoe factory.	300 S. Minnesota Ave.
Randall	Grocer	
Bennett, James	Pharmacist	
Fay, Charles	Built saloon	301 S. Minnesota Ave.
Warning, C.	Built harness / tin shop.	303 S. Minnesota Ave.
Dick, Phillip	Built grocery store.	302 S. Minnesota Ave.
Martinson	Built saloon	309 S. Minnesota Ave.
Volk	Built furniture store.	319 S. Minnesota Ave.
Schaefer, John Peter	Built drug store.	322 S. Minnesota Ave.
Schimmel, Wm.	Built grain warehouse	325 S. Minnesota Ave.
Maltby	Owend plumbing shop.	
Schumacher	Built cabinet shop.	217 Park Row
Babcock, Joseph W.	Stone mine & fabricator.	
Hermel, Adolph	Founded tobacco / candy company.	
Brinker	St. Peter Wollen Mill	
Seitzer, H.B.	Ford dealership.	
Rounseville, W.H.		
Carlson, Gus & Frank	Tile and Sidewalk Co.	
Essler, Jim	Founded St. Peter Heraid.	
Cullen, Lizzie	1900's school teacher.	

Caminski, Prof.	Early teacher at John Ireland School	
Cox, E. St. Julien	First Mayor	
Benson, Henry	City Attorney & City Clerk (1898)	
Williams, Dr. T.W.	Dentist / City Council President (1800s)	
Trench, Dr. W.M.	Dentist / City Council President (1800s)	
Wright, Thomas C.	First School District Clerk (1865)	
Heslip, George	1st Postmaster (1856)	
Green, J.J.	Postmaster (1856-59)	
Delaney, James	Postmaster (1885-89)	
Gresham, W.G.	Postmaster (1889-96)	
McCabe, John	Postmaster (1896-01)	
Tomlinson, Mrs. H.A.	First library board	
McIntyre, Dr. George	Early physician. (1883)	
Merrit, Dr. George	Early physician. (1872)	
Stathern, Dr. F.P.	Early phsician (1899)	
Nelson, Andrew	Reorganized county fair in 1870	
O'Brien		
Ludeke		
Pell		
Bornemann		
Moll		
Laumann		
Pettijohn		
Lurth		
Jones, Henry	Developer / Pharmacist (1854)	
Smith, J.H.	Blacksmith / Hotel Keeper (1854)	
Snyder, J.H.	Surveyor / Farmer / Book Store Owner	
Dunning, Samuel	Harness maker (1855)	
Catlin, Dr. Hiram Wesley	Early physician (1855)	
Nutter, James	Owner hardware store (1856)	
Rogers, Benjamin	County Auditor (1856)	
Sackett, J.B.	County Auditor (1857)	
Olmanson	Family of physicians.	
Moline	Airport manager	
<b>MINNESOTA GOVERNORS</b>		
Pillsbury	Merriam	Nelson
Clough	Lind	VanSant
Eberhart	Hammond	Burnquist
Preus	Christianson	Olson
Peterson	Benson	Stassen
Thye	Youngdahl	Anderson / Andersen
Rolvaaq	LeVander	Perpitch
Quie	Carlson	Ventura
Pawlenty	Dayton	

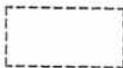
Allison Lane  
Alpine Way  
Aspen Court  
Aspen Drive  
Austin Drive  
Bassford Street  
Bonnie Lane  
Boulder Street  
Broadway Avenue  
Brown Street  
Bunker Lane  
Cambridge Street  
Campus Drive  
Capitol Drive  
Cedar Ridge Road  
Center Street  
Charles Street  
Chatham Street  
Chestnut Street  
Church Street  
Churchill Court  
Clark Street  
College Avenue  
Daisy Lane  
Daniels Street  
Daun Place  
Davis Street  
Dodd Avenue  
Dover Court  
Dranttel Street  
Edgerton Street  
Eighth Street  
Elm Street  
Engesser Lane  
Evenson Street  
Fair Street  
Fifth Street

Flandrau Street  
Fort Road  
Fourth Street  
Freeman Drive  
Front Street  
Gault Street  
Grace Street  
Hampton Road  
Harralson Court  
Highland Court  
Howard Street  
Hubbard Street  
Inverness Lane  
Jackson Street  
Jefferson Avenue  
Johnson Circle  
Klein Street  
Knight Street  
Kristine Court  
Leonard Street  
Lincoln Drive  
Livermore Street  
Lloyd Lane  
Locust Street  
Loren Street  
MacIntosh Court  
MacKenzie Court  
Madison Street  
Marshall Street  
Martin Street  
Mason Street  
McGill Place  
McLeod Avenue  
Meadowlark Lane  
Medary Street  
Menk Drive  
Meridian Street

Minnesota Avenue  
Mission Lane  
Moore Drive  
Mulberry Street  
Myrtle Street  
Nassau Street  
Nichols Court  
Nichols Street  
Nicollet Avenue  
Ninth Street  
North Sunrise Drive  
North Washington Ave.  
Nottingham Blvd  
Old Minnesota Ave.  
Orchard Street  
Oxford Lane  
Park Row Street  
Peachy's Lane  
Pheasant Run Street  
Pine Street  
Pine Pointe Curve  
Pratt Circle  
Ramsey Street  
Red Iron Lane  
Riggs Road  
Ritt Street  
Riverview Road  
Rock Ridge Lane  
Rockbend Parkway  
Ronell Street  
St. Julien Street  
St. Paul Street  
Seventh Street  
Sheffield Court  
Sheffield Road  
Sheppard Drive  
Sibley Street

Sioux Lane  
Skaro Street  
Skyview Ridge Road  
Spruce Place  
Stark Street  
Stones Way  
Strafford Blvd.  
Sumner Street  
Sunrise Drive  
Swift Street  
Third Street  
Thomas Street  
Traverse Road  
Turpin Street  
Union Street  
Valley View Road  
Victoria Street  
Vista View Road  
Wabasha Street  
Walnut Street  
Washington Avenue  
Wealthy Circle  
Welco Drive  
West Menk Drive  
Wettergren Street  
Wilkinson Court  
Williams Court  
Willow Court  
Willow Street  
Wilson Court  
Winchester Blvd.  
Windsor Lane  
Winona Street  
Wood Duck Street  
Woodland Street  
Wrigley Court  
York Street  
  
Delaney Street

# PROJECT PHASING

-  INITIAL PHASE
-  PHASE 2
-  PHASE 3

AGRICULTURAL

GRESHAN STREET

