



County Road 54 (Ravenna Trail) Reconstruction

Open House #2 Summary

Wednesday, April 8, 2026, 5:00 p.m. – 7:00 p.m.

Ravenna Township Hall, 20425 Red Wing Blvd, Hastings, MN 55033

Attendance: Approximately 83 attendees (see attached sign-in sheet).

Format: Informal drop-in to view project information boards, preliminary design layout, corridor visualization and speak with project staff.

Background: A public open house meeting was held on April 8th at the Ravenna Township Hall. This was the second open house held for the Dakota County Hwy 54 (Ravenna Trail) Preliminary Engineering Reconstruction project. The first open house meeting was held on June 18, 2024 at the same location. Project team members from Dakota County, Kimley-Horn (design consultant) and the City of Hastings hosted the meeting, sharing project background information, goals and priorities for the future reconstruction project. The preliminary project layout was on display, with planned improvements including the addition of shoulders (where not currently present), turn lanes at public road intersections, a roundabout at the Hwy 54/Hwy 68 intersection, raised highway elevation in locations prone to flooding and a 10' trail adjacent the highway to become an extension of the Mississippi Greenway Trail from Hastings to the south. A video animation was displayed at the meeting depicting a fly-through of the corridor with an overlay of the existing and proposed condition reflected in the preliminary design layout.

Notifications for the meeting were provided via mailed postcards to project area residents and property owners, social media and the Dakota County project website found here: <https://www.co.dakota.mn.us/Transportation/PlannedConstruction/CR54>

Public comments were collected via written comment cards and online on the project website through an interactive map. Public comments received were included at the end of this summary.

Comment Summary/Themes:

- Safety
 - General consensus through written and verbal communications that Ravenna Trail has safety concerns with speed, sharp curves, lack of consistent shoulders in need of correction.
 - Desire to decrease speed limits on County Road 54.



- Concerns about the lack of law enforcement patrolling vehicle speeds.
- Bike/Pedestrian Trail
 - Some desire for dedicated bike paths to enhance cyclist safety.
 - Noted concerns with the impacts of the bike trail, cost and concerns for bike trail usage/not enough cycling traffic.
 - General note from many homeowners that they do not support the trail adjacent to their property/residence.
 - Concerns the trail will increase crime and littering by users.
- Project Funding
 - Concerns about the project budget.
 - Comments that Dakota County should prioritize other projects.
- Community impacts
 - Concerns about increased littering along Ravenna Trail.
 - Concerns about property acquisition for residents adjacent to the trail.
 - Increase in local traffic along County Road 54.
- Roadway Design
 - Desire for improved intersection sightlines to improve safety.
 - Need for clear visibility at trail-roadway intersections.
 - Concerns that adding curbs will make snowplowing more difficult.
 - Noted historic flooding issues with the highway at specific locations including the south end near Hwy 68 and near 18th Street.
 - General support for improving the highway with an understanding of the safety issues of the existing highway. The proposed improvements do incur property impacts, which are not favorable by some (tree clearing, etc.).

Layout post-it comments:

1. General
 - a. "I love the bike trail"
 - b. "Where will mailboxes be located after the construction?"
 - c. "No trail"
2. Reuter Farms
 - a. "Is it possible to add signage for the farm/semi traffic? Both sides and the farm. Lots of farm activity on both sides?"
3. Polk Ave
 - a. "Turns lanes necessary?"

Emailed Comments:

1. General
 - a. Feedback was received from cycling groups/locals in support of the trail and/or wide shoulders to provide a safe location to ride.
 - b. One comment noted no favor for the project, indicated they moved out to this area to get away from town.
 - c. Agricultural property owner noted concerns the highway project will lead to faster and more traffic adjacent to their farm.

Online Interactive Map Comments:

1. General
 - a. Property owner concerns with property encroachment.
 - b. Noted concern making a left turn into a residential driveway due to proximity to a proposed turn lane.
 - c. Noted the proposed roundabout at Hwy 54/Hwy 68 would be a great addition.

Event Photos:



Figure 1: Image of open house display information.



Figure 2: Image of corridor visualization on display depicting current and future conditions.



Figure 3: Image of open house attendees viewing project design layouts with staff



Figure 4: Image of open house attendees viewing the Ravenna Trail visualization

Open House Display Boards



Dakota

**Ravenna Trail Reconstruction
and Mississippi River Greenway Extension Project**

WELCOME

to the **OPEN HOUSE**

APRIL 8th, 2026 // 5-7 pm

Ravenna Trail Reconstruction Project

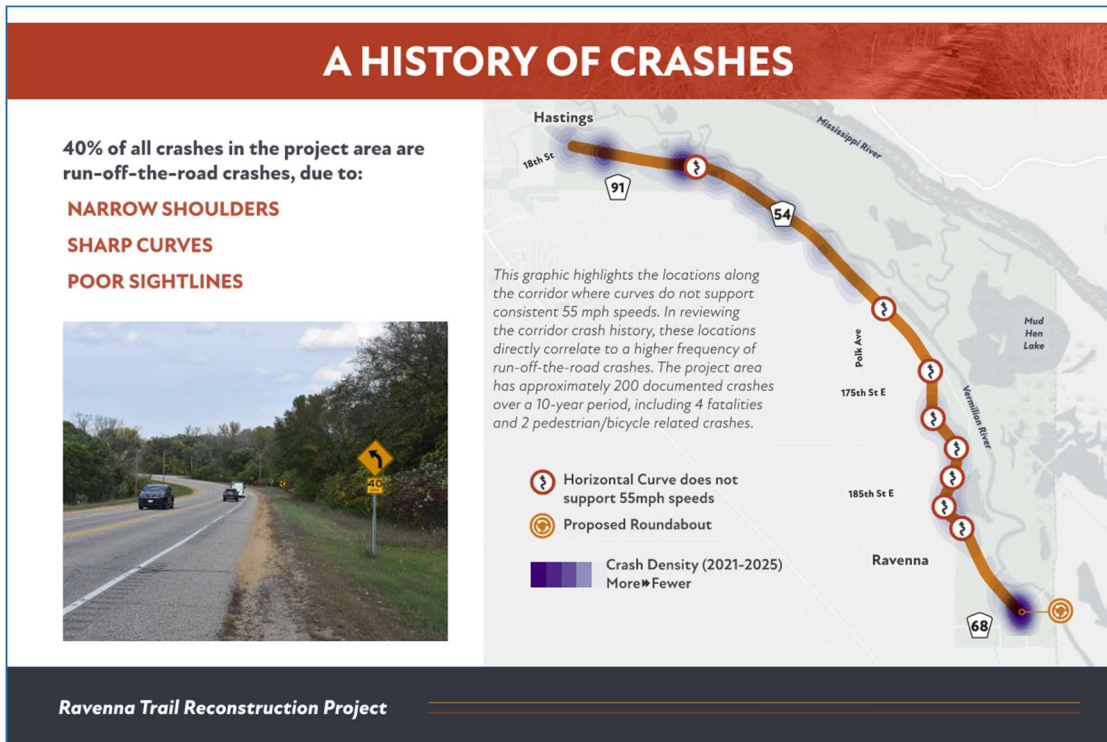
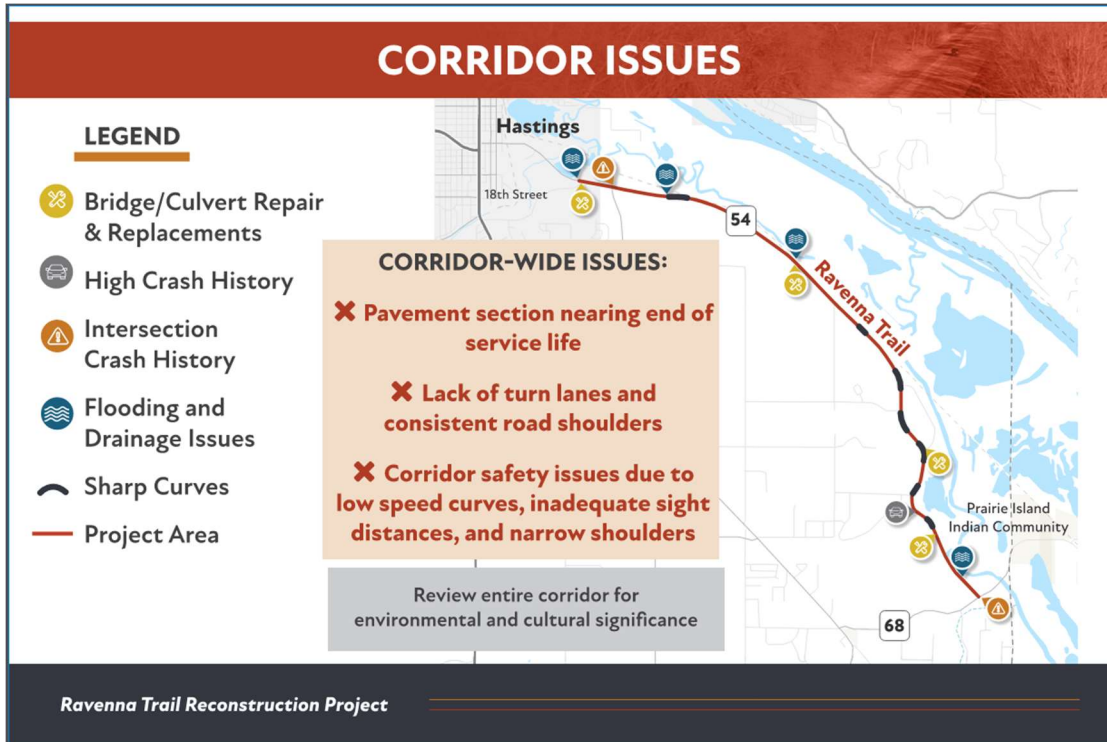


PROJECT PURPOSE

Ravenna Trail is a high-speed, two-lane highway, last reconstructed in the 1960's, connecting Hastings to Prairie Island. With an expected 70-year lifespan, the highway corridor is nearing the end of its functional life, as regular maintenance becomes less cost effective as highways age. The road has a documented crash history, tight curves, and lacks turn lanes and standard shoulders. The purpose of the project is to replace aging infrastructure, improve traffic safety and mobility, and boost multimodal access for the public. The project includes extension of the Mississippi River Greenway trail along Ravenna Trail to enhance bicycle and pedestrian opportunities and support regional trail connections and future planned extensions.

- 
Intersection, sight lines, and roadway curve improvements
- 
Stormwater management and flood resilience
- 
Environmental and cultural resource protection
- 
Mississippi River Greenway trail extension
- 
Roundabout construction at the County Road 68 intersection

Ravenna Trail Reconstruction Project



A HISTORY OF CRASHES

Narrow shoulders, sharp curves, and poor sightlines contribute to severe and fatal crashes by reducing driver recovery space, increasing the risk of lane departures, and creating unexpected hazards, often resulting in high-speed head-on or run-off-road collisions.

The graphic displays crash by type and severity along the corridor. Between 2021-2025 there was one fatal crash and three serious injury crashes. The fatal crash was head on as a result of a lane departure.



Ravenna Trail Reconstruction Project

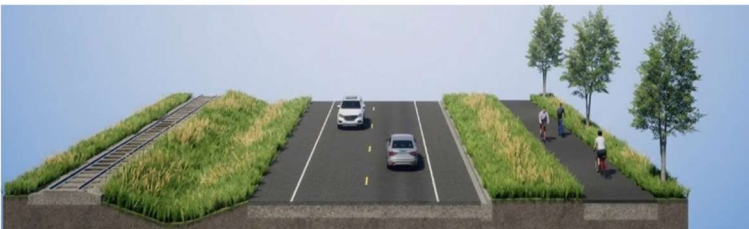
CURB AND GUTTER

RURAL TYPICAL SECTION



- Preferred greenway trail system
- Trail further from highway
- Requires additional space

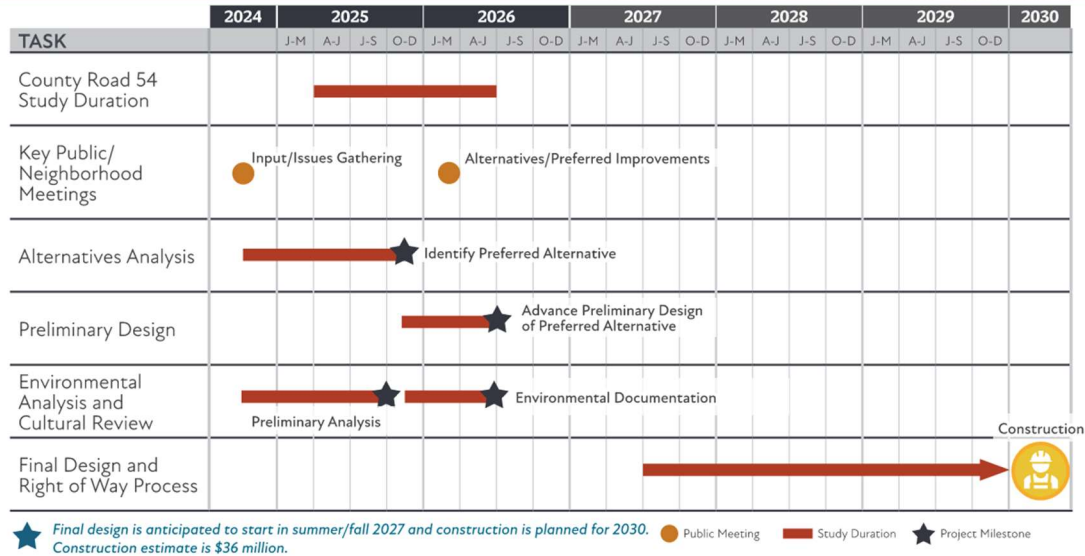
URBAN TYPICAL SECTION



- To be used in more constrained areas
- Curb/gutter on trail side
- Constrained by rail, grading, and right-of-way

Ravenna Trail Reconstruction Project

PROJECT SCHEDULE/NEXT STEPS



Ravenna Trail Reconstruction Project

ENVIRONMENTAL AND CULTURAL RESOURCES

The County Road 54 corridor encompasses protected natural resources and areas of tribal significance. Comprehensive studies, including wetland delineations, archaeological assessments, and environmental sensitivity reviews, have been conducted. As design progresses, minimizing impacts to adjacent wetlands and native plant communities will be a key priority.

Timeline of Key Activities

- 2024**
 - Completed wetland delineations.
 - Reviewed study data for threatened and endangered plant species.
 - Completed a literature review for potential tribal and cultural resource areas.
- 2025**
 - Conducted field surveys for tribal and cultural significance. (No significant cultural or tribal resources were identified)
 - Submitted study findings to State and Tribal agencies.
- 2025 TO 2026**
 - Developed a preliminary Environmental Assessment Worksheet (EAW) to assess potential impacts on nearby natural resources.
- 2027 TO 2029**
 - Incorporate environmental considerations and mitigation strategies into final design.



Ravenna Trail Reconstruction Project

MISSISSIPPI RIVER GREENWAY CONNECTION

Dakota County has completed 28-miles of the Mississippi River Greenway trail connecting St. Paul to Hastings with an off-road facility. The 2009 Hastings to Red Wing Trail Plan continues the vision for the regional trail system that would ultimately continue into Goodhue County and beyond. The reconstruction need of Ravenna Trail presents an opportunity to efficiently construct 7-miles of the trail system. Future connections of the greater regional trail vision will include:

- Downtown Hastings
- Prairie Island
- Cannon Valley Trail
- Downtown Red Wing
- Cannon Falls
- Lake Byllesby Regional Park

Mississippi River Greenway (MRG) to Red Wing, Prairie Island

(The trail routes in this graphic were identified in the Hastings - Red Wing Trail master plan report completed in 2009 and updated in 2023 through the Reconnecting Communities and Neighborhood grant application.)



Ravenna Trail Reconstruction Project

GOALS AND BENEFITS OF TRAIL CONSTRUCTION

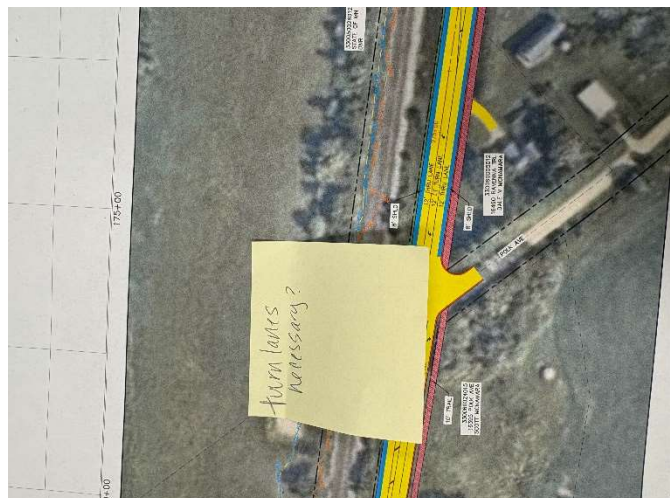
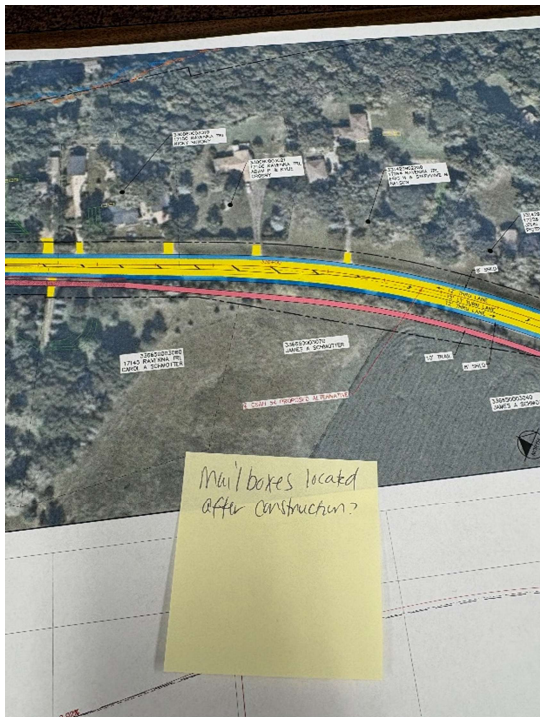
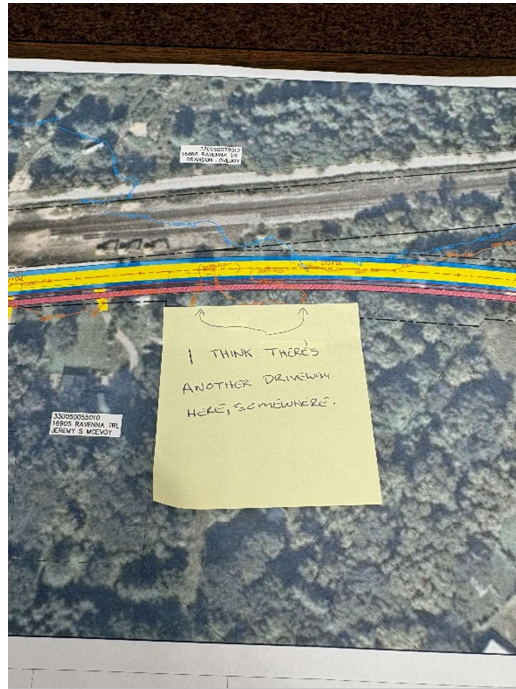
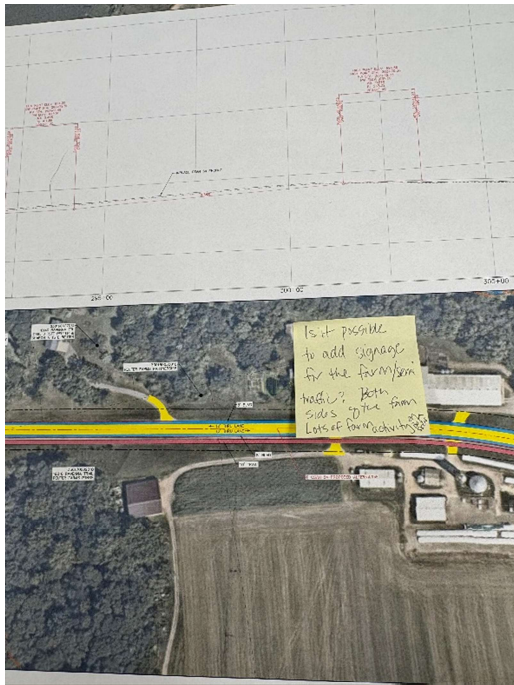
Inclusion of the paved trail with the highway reconstruction fulfills the long-term vision for a regional trail connection between Hastings and Prairie Island, while also providing opportunities for future expansion to Red Wing.:

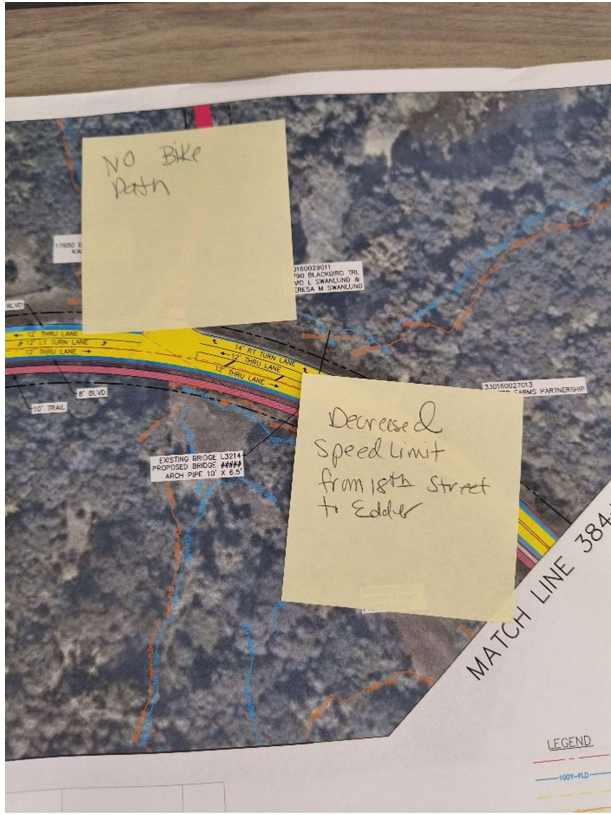
- A dedicated trail increases safety by separating bicyclists and pedestrians from high-speed vehicle traffic, minimizing the risk of accidents due to curves and limited visibility, compared to on-road cycling. A dedicated trail for vulnerable users also...

 - ✔ Provides a predictable, designated pathway free from potential conflicts with motor vehicles, ensuring safety and comfort for all users.
 - ✔ Accommodates users of all ages and abilities, offering a safe environment for recreational and commuting purposes.
- It is more cost effective to build a trail segment as part of a highway construction project rather than as a standalone effort at a later date. This also reduces future disruptions to property owners and the traveling public.
- Minnesota's portion of the Mississippi River Trail, designated as U.S. Bicycle Route 45, follows the river from its source at Itasca State Park to the Iowa border, currently utilizing the road shoulders of State Highways 316 and 61 between Hastings and Red Wing. Extending the trail along Ravenna Trail would enable U.S. Bicycle Route 45 to transition to a separated, off-road trail.

Ravenna Trail Reconstruction Project

Layout Post-It Note Comments





Comment Form

April 8, 2026, 5:00 p.m. – 7:00 p.m.
Ravenna Township Hall

Comments:

I understand the need for the road improvements.
However, placement of the bike trail is not feasible
at this time. Dakota County has financial issues and
until that stabilizes, it is not important.

Comment Form

April 8, 2026, 5:00 p.m. – 7:00 p.m.
Ravenna Township Hall

Comments:

I think it would be a bad idea
to put curbs in, melting snow would
~~be~~ pool up and it would make it
harder to plow snow

Comment Form

April 8, 2026, 5:00 p.m. – 7:00 p.m.
Ravenna Township Hall

Comments:



I live on County Road 54 and
strongly oppose this project due to the
dangerous road conditions that are present
right now. You will make more danger
to pedestrians.

Comment Form

April 8, 2026, 5:00 p.m. – 7:00 p.m.
Ravenna Township Hall

Comments:

Just not sure how a round a bout
was decided on in place of the
existing stop sign.

Also wondering how the changes on
Ravenna Tr will impact families +
properties



Comment Form

April 8, 2026, 5:00 p.m. – 7:00 p.m.
Ravenna Township Hall

Comments:

I agree Ravenna trail needs improvement.

I Dont agree it needs a bike trail along side it.

There are better routes available w/ enough room
To add a trail far better than Ravenna.

Comment Form

April 8, 2026, 5:00 p.m. – 7:00 p.m.
Ravenna Township Hall

Comments:

Excellent work keeping it mostly
within the existing roadway
foot print.

Great video!

I'm excited for the bike trail!

Comment Form

April 8, 2026, 5:00 p.m. - 7:00 p.m.
Ravenna Township Hall

Comments:

I understand the need for road improvements. Ravenna Trails traffic has increased due to homes beeing built and the Casino growth. What I don't understand is the need for a bike trail. No one in their right mind should be riding a bike on that road. There are speed limits and no passing zones but people don't care. I live on a straight away, speed limit is 55. That's not what they are doing. I'm guessing anywhere from 60-70 mph. Some even faster. Motorcycles are up on their back wheels. This is a secluded road and there's not enough law enforcement to constantly patrol this road.

My mailbox is on the opposite side of my home. As it is now I have to constantly watch before, during, & returning back for traffic. They go so fast one minute it's clear then one speeds by. If this road is widened then I'll have further to cross.

We have installed security cameras and a home security system. The increase of theft and trespassing made this absolute necessity. ~~Adding~~ Adding a bike trail will only make this worse. Bikes won't be the only ones on that trail. Because the road is secluded the ATV's, dirt bikes and other motorized vehicle will be on it. Plus the increase of trash. Now you have another expensive to maintain this trail.

Thank you for hearing my concerns. This is only a small portion. But please listen to the land and home owners. We didn't want it thirteen years ago and we don't want it now.

[REDACTED]



Transportation Project Feedback

Required fields are marked with an asterisk *

First Name

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Project Title

County Road 54 (Ravenna Trail) Reconstruction, Ravenna Township

Comments

As the Ride Leader for the Rosemount Cycling Club, I am writing to provide technical feedback regarding the proposed construction on CR 54. Our club frequently utilizes Dakota County's expansive trail network, including the Minnesota and Mississippi River Greenways. While these facilities are excellent, the current state of CR 54 presents significant safety risks for group transit.

1. The Challenge: Infrastructure vs. Group Dynamics

Our typical ride consists of 15 to 25 cyclists. On CR 54, we are currently forced into high-stress interactions with motor vehicles due to two primary factors:

- Substandard Shoulders: The current width does not accommodate a group of our size safely.
- Invasive Rumble Strips: When rumble strips are placed in the center of a narrow shoulder, they effectively render the remaining pavement unusable for cyclists, forcing us to merge into the primary traffic lane.

2. Proposed Solution: Dedicated Off-Road Paths

We strongly advocate for a parallel bike path as the primary solution. Dedicated paths—like those found at Lake Byllesby or Spring Lake Park Reserve—are proven to separate vulnerable road users from high-speed traffic, reducing the "near-miss" frequency.

To ensure this path is truly functional for group use, we urge the design team to:

- Minimize 90-Degree Turns: Sharp geometries at intersections create bottlenecks and "accordion effects" that lead to internal group crashes.

- Prioritize Sightlines: Maintaining clear visibility at trail-roadway intersections is critical for single rider or a pack of 20+ riders to clear a crossing safely.

3. Alternative Solution: Enhanced Shoulders

If a separated path is not feasible, the roadway must be designed to modern multi-modal standards. A 6-to-8-foot shoulder is the minimum width required to allow a group to stay clear of the travel lane. Crucially, any rumble strips should be placed on the fog line rather than near the center of the shoulder to preserve a clear, continuous "sweepable" surface for tires.

4. Community and Economic Value

Cycling clubs like ours bring significant activity to Dakota County. By investing in predictable, wide, and well-designed cycling infrastructure on CR 54, the county isn't just building a path—it is reducing liability, improving traffic flow for motorists, and cementing its reputation as a premier destination for outdoor recreation.

We look forward to seeing a design that prioritizes the safety of all road users.

EXTERNAL EMAIL WARNING: This email originated from outside Dakota County. Unless you are expecting this email, **DO NOT** click on attachments, links, or enter your credentials to login.

Dear Project Manager(s) -

We are unable to attend the recently announced Open House for this project, but want to relay that we continue to have serious concerns. Our homestead/farm received Century Farm status in 1976 (continuous family operation), and this year will mark 150 years. The 7th generation of family is now living on this property. Although we are unable to attend, some of our family (daughters, grandchildren and great-grandchildren) will hopefully be able to attend in our absence.

Our concerns include the fact that County Road 54 runs through primarily farm land and their homesteads. It should not be construed to be a major thoroughfare such as that which runs through Apple Valley, with commercial enterprises. We do not welcome faster and more traffic running by our homes, and endangering our family and animals. As it is, the last "improvement" project on this road (as we predicted) only resulted in more traffic, faster traffic, heavier traffic and several more incidents of vehicle accidents crashing through our pasture fences. The current project can only make these problems increase.

We are not the only farm that has land on both sides of this county road. We urge you to reconsider your plans, and want to preserve the rural environment that we currently enjoy (and the 150 year history). We fear that this project will only result in faster and heavier traffic flow past our farm and homes. Why can't you enforce the existing speeds to limit accidents and damage to the roads?

Thank you for listening (we hope you do).

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Transportation Project Feedback

Required fields are marked with an asterisk *

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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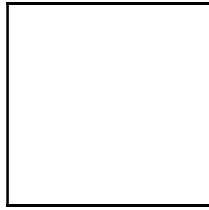
[Redacted]

Project Title

County Road 54 (Ravenna Trail) Reconstruction, Ravenna Township

Comments

I am in favor of the reconstruction and added bike path on Ravenna Trail. My son bikes along this road in the summer and I would feel much better with a dedicated bike lane. I also believe the speed can be brought to a safer level with the reconstruction. I think a dedicated bike path out of Hastings to the south is long overdue.



Dakota County (MN)

Transportation Project Feedback

A new Transportation project feedback form has been submitted by a Dakota County resident.

[Open Form](#)

Entry Details

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
PROJECT TITLE	County Road 54 (Ravenna Trail) Reconstruction, Ravenna Township
COMMENTS	I hate it. We moved out of town to get away from 'town'.



Transportation Project Feedback

Required fields are marked with an asterisk *

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] **Title**

County Road 54 (Ravenna Trail) Reconstruction, Ravenna Township

Comments

I'm a cyclist and have ridden Ravenna Trail a bunch of times so this project would be a good thing in my view. Currently, it is a road I would only ride with a group because it doesn't feel very safe solo when it is more difficult for vehicles to see just one rider. I think either solution of a separate path or just widening and making nice big shoulders would be great. Thanks.

Highway 54 Open House #2 Online Interactive Map Comments

Project	ProjectPhase	CommentCategory	CommentCategoryType	Language	Message	SentimentType	EmailAddress	UpVotes	DownVotes	Type
County Road 54 Reconstruction Project	Phase 1	Opportunities	Point	en	A roundabout here would be a great addition. Please put something in the center so cars can't drive over the top disregarding the intention of the roundabout.	Mixed	[REDACTED]	0	0	Point
County Road 54 Reconstruction Project	Phase 1	Concerns	Point	en	I am concerned I will get rear ended making a left turn into my driveway as people will assume I am just moving into the turn lane.	Neutral	[REDACTED]	0	0	Point
County Road 54 Reconstruction Project	Phase 1	Concerns	Point	en	That road is way to busy n narrow ..there's houses right next to the road n shirt driveways n there's places that are way to steep .if you want more fatalities put it in ..If not find so.+thing else to spend money on .Thus is way to foolish	Negative	[REDACTED]	0	0	Point
County Road 54 Reconstruction Project	Phase 1	Concerns	Point	en	Bullshit, that the county would encroach even farther onto my property than my neighbors. I have limited flat area along that stretch. Respect our property rights!	Mixed	[REDACTED]	0	0	Point