

# Registered	# Attended	Questions Asked (#)
224	142	20
Question # (Per Person)	Question Asked Date/Time	Question Asked
1	07:25:32 PM EDT	Would any sections of the trail be accessible to someone in a wheelchair?
2	07:29:38 PM EDT	I understand. I may not be able to stay for the entire presentation. Would you mind to email me at glennkberry@outlook.com
1	07:07:56 PM EDT	Jennifer, Lisa Currie from Toms Brook. One thing that has come to my attention is that Toms Brook has only one sidewalk, east side of town. We cannot have two sidewalks because US Rt. 11 is not wide enough to provide for such. The rails to trails would be the SECOND SIDEWALK for this town. This is very important to Toms Brook as our town has many pedestrians. The current sidewalk is not wide enough for pedestrians and cannot be widened because of US. Rt. 11. The rails to trails provides the town and its residents the option they need.
1	07:37:37 PM EDT	how big a job to take up all the rails and ties?
2	07:38:44 PM EDT	pavement will attract a different set of bike riders than would cinders, as most bike trails use
1	07:51:03 PM EDT	will participants to this webinar be kept in the loop in future
5	07:33:47 PM EDT	fyi. The I -64 should be I-66
6	07:51:02 PM EDT	Great job by Jennifer and the team. Love the sequence and detail. Excellent.
1	07:50:58 PM EDT	Thank you! Lord help you if you still receive fax inputs. :/
1	07:31:58 PM EDT	Why would landslide susceptibility be an issue on a rail line that's existed intact without landslides for, what, a 100 years?
3	07:50:38 PM EDT	Is there anything we can do to contact Norfolk Southern?
1	07:50:45 PM EDT	Thanks. it was great!
Ray Koenig	7/22/2021	<p>In addition to all of the benefits that will come from the Shenandoah Valley rail-to-trail project, there is another that will benefit the town of Strasburg greatly. In addition to all of the benefits that will come from the Shenandoah Valley rail-to-trail project, there is another that will benefit the town of Strasburg greatly. You may wish to pass on this link to your contact at VDOT: Strasburg VA underground: Melissa Schleig revisited</p> <p>On 1/29/2020 the Northern Virginia Daily ran an article entitled "Town park accessibility a challenge for officials". The article describes comments that Melissa Schleig, a resident of Madison Heights, made at a meeting of the town's Recreation, Parks and Trails Committee. Ms. Schleig stated that her children don't have a safe way to walk or bike from their home in Madison Heights to Town Park.</p> <p>Pedestrians and bicyclists from Madison Heights and the other nearby communities have to cross East King Street (US Route 55) to get to Town Park. East King Street at this location is wide. Speeding cars and trucks make it particularly hazardous to cross for both children and adults, especially those who are elderly and handicapped. The trail crossing near the Strasburg museum will greatly benefit the entire town of Strasburg and all other pedestrians and bicyclists who cross Route 55 at this location.</p> <p>Ray and Jenny Koenig 148 Daniel Ct. Strasburg, VA 22657 571 208-5427</p>
Carla Wallen	7/24/2021	Ms. Wampler, thank you and your associates very much for the webinar, and I surely hope this rails to trails project will become a reality! At the very end of the webinar, you say that the possibility of the project going forward depends on whether Norfolk Southern will sell the line. Because of the expense of the various studies that already have been done, have you had some assurance from Norfolk Southern that they are open to selling the line? Thank you again for all the information you shared. Sincerely, Carla Wallen
Steven Ney	7/26/2021	We live in Edinburg and want to express our strong support for the development of a Shenandoah Rail Trail. We are avid hikers and bikers and this trail would be a splendid addition to this area. We think it would also be a tremendous economic boon to the region. We urge quick action to spur this tremendous addition to the whole area. Sincerely, Steven and Stephanie Ney, 675 Forest View Rd, Edinburg, VA 22824 240 305 7344

Jeremy Fox		<p>I actually joined the webinar with a group of 4 other interested parties from Shenandoah County (Woodstock, Toms Brook, and Strasburg) both as citizens who would use the trail but also as members of a new business that we are working on in Woodstock (hopefully open in the 1st quarter of 2022). We are very excited about the information that was presented and look forward to hearing about the progress of the project. Jeremy Fox, Pharm.D.</p> <p>Associate Professor and Chair</p> <p>Pharmacy Practice</p> <p>Email: jfo2@su.edu</p> <p>Zoom: https://zoom.us/j/5012682797</p> <p>Appointment: https://calendar.x.ai/jfo2</p> <p>540-665-4902 www.su.edu/pharmacy</p> <p>1775 N. Sector Ct., Winchester, VA 22601</p> <p>Bernard J. Dunn School of Pharmacy</p>
Wayne	7/25/2021	<p>Will there be any more of these webinars in the near future before it has been finalized that I'd be able to join into? Would you think I'd be able to see the completion of the rail converted in it's entirety before 2024?</p>
Lowell Smith	7/24/2021	<p>Jennifer, I appreciate the work that was done in preparing the webinar regarding the feasibility study to convert the abandoned rail line to create a much needed Shenandoah Valley trail. Making the effort to reach out to the public to inform them of the possibilities of creating this trail, and generating the public's input of their expectations and potential use of such a facility are both important, and served by this webinar. Such a trail could be a great asset for empowering Virginians and residents of surrounding areas to enjoy the natural resources of the Valley in ways that would beneficially promote their health, and perhaps expand their understanding of the services that the natural environment provides for our daily lives. In particular, this connection could be made by examining the feasibility of providing connecting side trails to access points along the North Fork. Currently, there are only a few river access points for those wishing to paddle the river, and these are only served by car. For example, if one is to paddle a reach of the North Fork, two cars are required, one at put in, the second at the take out, and these must be connected by driving cars back and forth. The existence of a trail that closely parallels the river would allow the use of one car with a bicycle to serve this shuttle function efficiently by adding a little trail cycling to the paddle trip. This is one example of how linking the planning of a trail with the river and the several recreational functions it serves could and should be linked together into one system plan. The creation of side trails to river access areas would also give hikers and bike riders more points of interest for focused recreational activities. These activities might include bird and other wildlife watching, fishing, wading, scenic enjoyment, relaxing, class field trips, stream ecological study, etc. The essential factor to recognize is that access to the North Fork at multiple points of access from the proposed valley trail would greatly enhance the experience of those using the trail, as well as providing a valuable service to making this reach of the North Fork more a part of the public's understanding and experience of the heritage that this iconic natural feature of the Central Valley of Virginia provides. I strongly encourage you to consider adding this dimension to your feasibility study. Integrating the trail proposal with greater river access would create a whole that is greater than the sum of its parts. Synergy is important as we plan to create a world that fulfils the interests and aspirations of this and succeeding generations.</p>
Joan Comanor	7/24/2021	<p>one minor comment after the excellent briefing on the survey results: another value of the rail trail is nature study (tree and plant ID, etc, and bird watching; I was surprised these did not make the summary list of why people would use the trail. keep up the good work!</p> <p>joan</p>

Phil Hargis	7/23/2021	<p>My name is Phil Hargis. I attended the webinar on Wednesday and was very impressed with all the effort and research that went into the feasibility study. The team did an outstanding job. It is exciting learn of so much interest in this project. I am a recent transplant from Falls Church to Woodstock, an event planner and ultra runner. I bought my house on Fairground Rd. in Woodstock in hopes that the RR would one day be 50 mile long running/biking trail. So fingers crossed the project will move forward one day! As a recent resident of Woodstock, with my house about 25 yards from the RR, I am interested in helping support this project in anyway possible, as a volunteer, using my time, skills as a event and meeting planner or as part of the northern VA running and ultra running community. Please feel free to share my info with anyone on the project team who could benefit from my assistance and expertise. You have my email address and my phone # is 703-963-0823. I live at 133 Fairground Rd in Woodstock. Either way, good luck with the project and effort and I am so excited to follow this project as it moves along and hopefully will continue forward.</p>
Joan Wetzel	7/23/2021	<p>Dear Ms Wampler, Mr Shelton and Mr. Reed, We are Strasburg United Method Church, 114 West Washington Street, Strasburg, Va. 22657 and located within the historical district of the town of Strasburg. Your starting location for this Rail Trail puts us at the very end of the line for development. Our back property line lies 50 feet or less from the actual existing abandoned track. Broken down, and in pieces, chain-link fence - covered in brush, that requires immediate attention/replacement this summer. We will need to continue this established boundary line for the security and safety of our children, as we house "The GrassHopper Green Pre-school - in affiliation with Shenandoah County Public Schools. We are requesting your kind attention - with consideration - as to how we should expect your handling of the aesthetics. Is there also a grant/funding that we could tap into so as we do not create a "double indemnity" while providing our need for safety and security. We look forward to your "reply of interest" and solution. I was unable to locate the emails of Mr. Shelton and Mr. Reed.</p> <p>Would you please forward a copy to them as well.</p> <p>With best regards,</p> <p>Joan Wetzel (Trustee - SUMC) - 540-465-5776 116 Anna Mae Court Strasburg, VA 22657</p>
Brian Walton	8/3/2021	<p>I am a casual bicyclist in Harrisonburg. Having a Rails-to-Trails trail in the valley would be fantastic. When I tried to find something like this, I found myself needing to drive about 2 hours or further away. These types of trails provide fantastic cycling options for riders of all ability. I hope we are able to get this funded and built.</p>
Bob Morris	8/3/2021	<p>Hello, I definitely support this trail. I had experience working with the committee for Wake County to build the American Tobacco Trail from Durham, NC to Wake County several years ago. These trails are really great for the economy and the recreational community. Gets many more people into the outdoors. I have walked or cycled on several VA trails over the years and it is a real benefit. Damascus, VA is an example of great economic benefit from trails. I now live in Forest, VA. Plan to move to Charlottesville soon.</p>
Tim Maloney	8/2/2021	<p>Don Hindmin and I discussed two years ago, my background and interest in RR bicycling (RRB). If that interests emerges, the appropriate time to introduce basic information will be up to your group. RRB is growing and adds another interest group. Biking on RR track requires no steering and on the right day one can sail. I assume such an addition would be a small part of your program. Juxtaposition to tourist interests, parking, shopping etc will attract business support. RRB requires retaining a subtitle stretch of rails, mile or more, and passing lanes must be added. A bike being lighter than a locomotive, treated 2x6" lumber serves as these 30' long passing lane. If juxtaposed to a commercial interest, contributions are likely. It is fair to project that the addition of a RRB will create a lot of press across the country and abroad. Making the necessary gear, mike be affiliated with substantial revenue from sale of RRB. Thank you and the others for all the hard work.</p>
Michael Korrigan	7/21/2021	<p>Jennifer! Great presentation. Question where can the secession recording be viewed? How wide is the RR right of way? What is the definition of alignment? I wish I had the means to recall my survey input, but I didn't see anything that may relate to my thinking of areas for community projects, ie gardens, overlooks, picnic areas.... Thanks for making this possible.</p>

Janet Hadley	8/3/2021	<p>My name is Janet Hadley and I have been riding bikes since I was old enough to walk and am 75 now. I still continue to ride my bike most days at least 6-8 miles weather permitting. It is my favorite form of exercise and I will continue as long as possible. Over the years I have had many close calls with irresponsible car and truck drivers and have longed for just such a trail. I have ridden the High Bridge Trail, Creeper Trail, Green river trail in west va, Piney river trail and many more. every summer I used to go to Cape Cod Massachusetts and ride their many wonderful bike trails. I would love to see my tax dollars go for something like this. The economic benefits alone are great but so are the health benefits. I only hope that I live long enough to see this happen and will be one of the first in line to use it. I wrote you earlier but am not sure it got through and just wanted to let you know how happy I am about the future planned rail trail. I live in Broadway, Va. which will be one of the termini for the trail. My love of bike riding goes back to my early childhood and I am now 75 years old. I still ride a bike 6-8 miles a day weather permitting and have taken my life in my hands many times to ride on the county roads wishing so often that I had a safe place to ride. I have ridden the high bridge trail, new river trail, creeper trail and many others. Each summer for a long time I have biked in Cape Cod Massachusetts and wanted so bad to have access to one near my home. I only hope I live long enough to see this happen and even at 90+ I hope to still be riding and would love the opportunity to ride on the new trail. The economic benefits will be great as well as the health benefits. Please do all you can to see this happen.</p>
Alesia Hovatter	8/3/2021	<p>Hi Jennifer, Hope you are doing well. I saw an article on WHSV that DCR is still accepting public comments until 8/21/21. Thank you for coordinating this effort. It is important to gather all the facts before pursuing a project like this. As it could have some significant impacts that take time to assess. As a farmer owning land on this proposed rail-trail I would like to submit comments. I would encourage other farmer's perspectives to be considered too. It seems there is a lot of excitement for this proposed rail-trail, however, I'm not sure the feasibility long term is being taken into consideration. These are initial comments, given more time I will likely have additional thoughts on this: 1) The upkeep. Who would be responsible for maintenance? The railroad sprays for invasive weeds along the railroad. Takes care of trees. Fences for farmers. Would this all fall to the DCR or another association doing the rail-trail? Is there funding and personnel for this? That upkeep can get very expensive (needing to be done frequently and kept up), and should not convey to landowners or farmers. Woven wire fence would be needed, if dogs are allowed on the rail-trail and they are lose it would be a liability for them to get in with livestock along the rail-trail. There is a lot of livestock along the proposed path of this trial. I am a dog owner myself. But not everyone is responsible. And right now it is quiet where our cattle are kept. What if there are barking dogs that haven't seen cattle? And they startle the cattle causing injury? What about people thinking they can walk on farmers land and pet cattle? Or feed them things? How much noise would this bring to the rail? What impacts might that have? Are other trails along farmers and livestock? Are there any complaints? What studies have been done? 2) Are studies being done at all? Are they available? Why is this trail needed? 3) Are advisory committees being put together to evaluate? (Including representation from farmers? And local Agriculture Extension Agents? Landowners? Environmental experts?) 4) right of ways would convey to the landowner without issue, correct? We currently have areas where we have to cross the railroad to get to our land. How would this be impacted? We may be in a rush to save livestock in an emergency situation. How much traffic is expected on this trail? As sometimes life depends on being able to access your land quickly without stopping to look both ways (right now there is no traffic on the rail). Right now we have zero issues with access. Having traffic makes me nervous. During harvest with heavy equipment we cross the rail to get into our crop fields. Has this been evaluated? Would there be stop signs the trail goers would have to obey? Or flashing lights to stop? And yield to the combine, tractor trailers, grain carts, etc? 5) what about crime and littering? Would there be police added to make sure nothing bad is happening on the trail? Would litter clean up or trash can pick up be in the budget and done regularly by DCR or another association putting on the trail? Having livestock it is vital to keep things clean. Plastics or wrappers blowing in can have significant negative implications on cattle herd health. 6) what kind of machinery would be brought in to take down the rail? Would there need to be access on farmers land? How would that work? 7) cattle crossing railroad, several cattle crossings are on the proposed path. These would need to stay. How would that be dealt with? Would DCR or the association doing the trail work with farmers on options? DCR or the association would be responsible for the expense? Would tunnels for the cattle be put in? This expense should not fall to the farmers or landowners. 8) how are you going to prevent trespassing? How will this be enforced? 9) if the rail is going to give up this land, why can't it be given back to the farmers and landowners along this path? We already have quite a lot of trails and very nice parks. Why is this trail needed on top of that? 10) assume the trail will need to be asphalt or blacktop? What implications does that have for the environment (steams, land erosion, wildlife, etc.)? How often will this need to be resurfaced? Who will be responsible for this? Upkeep? And will there be someone to call if there is an issue with the trail? 11) will the trail be open year round? Only on certain months? Who is responsible for snow removal? 12) what if an accident happens on the trail? Access for an ambulance? Will they have to drive on landowners land? 12) Will</p>
Jim Hackney	8/3/2021	<p>I want to encourage the completion of this project. As a former resident of Arlington, I experienced the fun and exercise from the WO&D trail from Arlington to Purcellville, VA. I also witnessed the new commerce generated by the trail with the opening of shops and restaurants along the trail.</p>

Dennis Shipe	8/3/2021	<p>As a land owner this would impact my life greatly. The rail is less then 60 feet from my front door. I moved to country to be away from people now I would have people at all time day or night walking or bike riding in front my house. So will have to fence my yard in so my dogs don't chase people as long with other animals chickens ducks. Has anyone even looked at the the quicksburg area and see how close the track are to housing. What about the safety of our schools the tracks run beside ever school in Shenandoah co. And to do the southern end first makes no sense if this to bring revenue to the towns there is nothing there why not start it in Woodstock and and join the towns first where taxes will help pay for this. Ever land owner I have talk to is against this and to have a survey for people outside the area to yes to is ridiculous their way of life would be impacted with this I think the people who pay taxes for the land that's joins the tracks should have a bigger say it is our way of life that will impacted from people , trash, noise</p>
Rod Shepard	8/3/2021	<p>The whole trail needs to be built at one time. Right now enthusiasm over building this trail among the three counties and many towns is high. I know Mount Jackson is already thinking about what we can do to add value to this project in our community.</p> <p>If the planners decide to build six miles of one section and another six miles of another section five years later, I fear this project will lose support and enthusiasm. Dragging this out will add inflationary costs as well. Build the whole trail now."</p>
Kay Budne	7/31/2021	<p>The Shenandoah Rail-Trail project sounds wonderful! I hope it happens!</p> <p>When you begin searching for an interpretive signage writer, will you please consider me? I worked as a nature and history interpreter for the Virginia State Parks for 13 years at Sky Meadows State Park. During several winters, I wrote and edited interpretive signage for state parks throughout Virginia. I earned a Master's of Science degree in Resource Interpretation and as part of that, I was certified by the National Park Service in Interpretive Writing.</p> <p>I'm retired now, and most of my former work associates are retired, although if Joe Elton is still with DCR, he could tell you about me. Thanks so much for working on the rail-trail project. Best wishes to you.</p>
Jeremy McCleary	7/29/2021	<p>I listened to the webinar on the Shenandoah Rail Trail Feasibility Study and I thought it was absolutely fantastic! I did, however, want to follow-up on one item that was mentioned in the presentation. Listed among the potential negative impacts of the Trail was the potential that the trail could bring invasive species. I am a big nerd on the subject of native species and invasive species (I'm a devoted fan of Doug Tallamy's work on this subject) and I believe this concern regarding the Trail is incorrect. At present, the rail line is completely infested with "tree of heaven," callery pears, and other invasive species. In fact if you walk along the line, you will mostly see invasive species have completely taken over the line. The idea that the trail would bring invasive species sort of gives the impression that we have a line full of pristine native species, but in reality it is almost entirely filled with invasive species. I actually believe that the Shenandoah Rail Trail offers a great opportunity to remove the plethora of invasive species currently on the line. I would be happy to elaborate more, and I believe a great number of native plant enthusiasts (and invasive species opponents) would agree with me, if this issue were further explored. The rail line is currently a huge breeding ground for the spread of invasive plants and my hope is that the trail can help to remove the large number of invasive species currently choking out native plants along the rail line and help to stop the invasives from spreading. Other than the above point, I think the entire presentation was fantastic! Thanks so much for all your work on this feasibility study! And I do want to bring up that I have not heard any negative responses from farmers. I'm not sure that the negative response that you received from a few farmers is representative of the overall view of farmers in the area. When people are against something, I would hear about it - particularly on a project that I'm out front in supporting. I think you may have run into a few people who are just against anything (regardless of farming or the trail, etc. some people just complain about anything if asked about it). I think the vast majority of farmers see the benefit of this trail. We have gotten quite a bit of coverage on this and I talk to so many people in and around the agriculture industry on a regular basis. I have heard nothing negative from that community.</p>

Tom West	8/6/2021	<p>Hello. Thank you for taking comments. I'll try to be brief.</p> <p>I live in Broadway. I drive a truck all over Shenandoah county every day and am very familiar with the old railroad. I've read all the perceived benefits of this idea. With that said, I don't think this is a good use of tax money. I have heard no cost estimates. My primary issue is that a lot of the roads in Shenandoah county are in terrible condition. South Middle and Quicksburg Rd are just a couple examples. I think it would be a colossal waste to spend a dime on this unless the roads are improved. I81 not excluded. Most of the trail in my area runs through flat, uninteresting farmland and industrial areas like poultry plants and feed mills that just smell bad, a lot of it runs unbelievably close to private homes and backyards that aren't aesthetically pleasing. I just don't believe the locals will use it or enough tourists to begin to justify it. It sounds great on paper and theory but it's not practical. I could support doing targeted sections near the bigger towns or battlefield attractions but I can't support just doing a blanket project on the whole thing. There are better places to put our money. Thank you again for the opportunity to comment.</p> <p>Respectfully, Tom West</p>
Susan St Amand	8/10/2021	<p>As an avid horseback rider, I would like to see the availability of equestrian use of the Shenandoah Valley Rail Trail included in the plan.</p>
Bruce Stambaugh	8/10/2021	<p>I strongly support the proposed rail trail from Broadway to Front Royal. As a biker, I would use this trail a lot. I know several others who would join me, both in state and out of state biking enthusiasts.</p> <p>I know first-hand what a rail trail brings to a community. My wife and I moved to the Harrisonburg area four years ago to be close to our grandchildren. We moved from Holmes County, Ohio, which has a wonderful biking trail that connects with another trail in Knox County. At first, some local residents couldn't see the value in having such a trail. Over time, they learned that the trail actually brought many people into the county. They not only used the trail, but also spent money in businesses along the way, and even in other towns. The Holmes County Trail allows horses and buggies on the trail since Holmes County is home to the largest Amish population in the world. No motorized vehicles are permitted, and I would encourage that restriction also be applied to the proposed Shenandoah Valley trail.</p> <p>The Shenandoah Valley is legendary in U.S. history for many reason. Its natural beauty is only one, and having a bike trail to enjoy that beautiful landscape would be reason enough for local residents and avid bikers to use the proposed trail for recreation and exercise.</p> <p>A side benefit to the Holmes County Trail was the access it gave to birders to view a large variety of bird species, especially during migration. Since the proposed trail closely follows the North Fork of the Shenandoah River, I believe the same would be true here.</p> <p>The Ohio Dept. of Natural Resources along with other conservation agencies helped provide significant funding for the Holmes County Trail. One side is paved blacktop for hikers, bikers, and runners. The other side is chipped and sealed for the horses. For comparison, the Holmes County Trail has 22 of its 29 miles currently open. The remaining seven miles are now being worked on to complete the trail, which runs through the center of the county in the Killbuck Valley. At Killbuck, it turns west, and follows Black Creek, and then goes through the southwestern hills of the county. The topography surrounding the Holmes County Trail is very similar to that of the proposed Shenandoah Valley Rail Trail, only we have mountains and hills, not just hills here.</p> <p>I believe that the planning committee has done an excellent job of scoping out the project. Like the Holmes County Trail, the Shenandoah Valley trail would cross roads and highways. The proposal correctly identifies the various crossings, and has planned for proper safety measures and signage to be installed. Each town along the trail would certainly benefit from having the Shenandoah Valley trail run either through or near it. Those using the trail would frequent stores, restaurants, and shops for needed refreshments and supplies. Parking appears to be well planned as well.</p> <p>Beginning in Broadway and moving north is an excellent idea. That way, any and all funds can be used over a longer period of time, allowing for adequate budgeting and funding as the project progressed.</p> <p>As a senior citizen, I am very excited about the proposed Shenandoah Valley Rail Trail. I fully endorse this project, and am willing to provide other information including presenting to appropriate committees regarding my experience as a user of the Holmes County Trail.</p> <p>I wish you the best in this endeavor.</p>

Dwayne Runion	8/12/21	<p>I would like for you to first know that I live here in Broadway, VA and am all in favor of the Rails to Trails being considered from Broadway Va to Front Royal Va.</p> <p>My only question is this, part of the new governments agenda is the reduction of CO2 emissions. We all know that it is more economical per ton mile to ship products by rail.</p> <p>That being the case, why would not the government have Norfolk Southern Railway put this line back in use and take these loads off the highways? These rails pass through areas that ship and receive lumber, grain, fuel, and other commodities.</p> <p>Should not this be a part of revitalizing the nations infrastructure as per the governments goals?</p>
Raifan Rowan	8/13/2021	<p>My name is Rowan, I'm a prominent railroad themed YouTuber from Northern Virginia with 32,000 subscribers! The channel is linked here:</p> <p>"Trackside" - A Railroad Portfolio: https://www.youtube.com/playlist?list=PL2WDa_a6MLmGweLRCLCRsHfOIDQwSyjFO</p> <p>I'd like to suggest a full length study on the possibility of turning this line into a short-line "scenic railroad". I couldn't find any media to determine if this option has been explored, but I believe the support for this would far exceed your current support of a bike trail as well as attract many more people and much more revenue to the valley from Northern Virginia (which currently doesn't have a nearby tourist railroad). This would be an incredible way to "show off" Virginia's beautiful valley in all seasons!</p> <p>As for the acquisition, I believe the three counties, Rockingham, Warren and Strasburg could use the existing coalition to convince Norfolk Southern to "lease-to-own" this line out to a tourist railroad operator for a much lower cost to taxpayers as well as maintain the original heritage and historical value of the once vital line. Finally, this option would utilize existing rail infrastructure and drastically decrease initial construction costs. It also leaves the door open to future beautiful trackside parallel trails next to a historic scenic railroad!</p> <p>Additionally, this option maintains the potential for freight railroading customers and economic industrial revitalization in the communities of Edinburg, Bowman, Mt Jackson and Strasburg and others, another selling point when dealing with Norfolk Southern Railroad.</p> <p>I'd love to continue this conversation with you in more detail! Please check out my channel here and reach out anytime at this email or 540-272-8805</p>

<p>John Paul Schectel</p>	<p>would have ample parking for park and trail users. It would have a building to be used for food/ vendors/ trail resources. Along the river would also be a campground with river access.</p> <ul style="list-style-type: none"> · 458 East King Street, Strasburg – Strasburg INC should develop an appealing outdoor area for SVRT users to utilize, that would help incite visitors to explore the museum. · The town of Strasburg should further develop the public parking off East Washington Street. This would include a defined path from the SVRT to East King Street, to help tie into the town run park area. · 27839 Old Valley Pike, Toms Brook – should be reopened as the beloved Valley Diner, with an appealing outdoor area, accessible to the trail. · David H. Bean Trustee owns 1.109 acres on the corner of Old Valley Pike and Mt. Olive Road, Toms Brook – this should be developed into a trail head, trail resources. 7K Investments LLC owns acreage adjoining this property. Part of that acreage should be developed into a hefty parking lot. Also on this property would be unique housing accommodations for SVRT users to rent, trail-side. · 257 Toll House Road, Maurertown – Dutch Haven Assisted Living should be remodeled to be a Valley Trail “Resort” with wonderful access to the trail. · 24851 Old Valley Pike, Maurertown – property should be renovated into an Airbnb trail hostel (or apartments) AND/ OR turned back into a co-op styled general store. · 80 Maurertown Mill Road – Filibusters Distillery LLC should develop an outdoor space, where they offer libations, food, and easy access to the trail. They also need to clean up their property along the trail. · NIBO Enterprises INC owns 0.906 acres on Old Valley Pike, Maurertown. They should beautify the property as a park for SVRT users to enjoy. · 469 N. Main Street, Woodstock– Joshua Culp’s back property cottage could be turned into and rail-side Airbnb. · 215 West North Street, Woodstock – 4 Bay Enterprises LLC could renovate into an indoor music/ stage venue, upscale restaurant and indoor recreation (Ryan Joyce may be interested in this development). There is an adjoining lot that could be developed into parking.
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David Smith	8/17/2021	<p>on the disused Norfolk Southern rail line in Rockingham, Shenandoah and Warren counties. I am a resident of Shenandoah County with a deep interest in its history, and the history of the northern Shenandoah Valley in general. I would like to provide my strongest endorsement and support for the proposed trail and the benefits it will bring.</p> <p>I have some specific thoughts about aspects that I did not see addressed in the presentation. While I am simply a humble citizen, I will offer you them here:</p> <p>1) The Norfolk Southern line, formerly Southern Railway, was originally built as the Manassas Gap Railroad extension in the 1850s. Much of the development of the towns in the area are directly linked to this very historic line. The line had a pivotal part to play in the Civil War, much of the action in the conflict occurred either parallel to it on the old Valley Pike (now Rt 11) but moreover, sometimes right on top of it - notably the Battle of Toms Brook. I think one salient feature of the trail is that the railbed it would be on is highly significant in a historical context. It links battlefields and towns, as such it would be a bug draw for Civil War history buff if interpretative elements were established with the trail. This is not simply some generic commodity rail line, it's a deeply historically significant rail line, the Manassas Gap Railroad southern extension.</p> <p>2) As you likely know, wineries are a major tourist draw. The Shenandoah AVA winery region, the first so-designated area in Virginia, produces likely the best wine in Virginia. A trail linking the area would be a great enticement to increased "wine tourism", as many wineries are located within a simple distance from the proposed trail. This is important because although the area's wine are superior (go to wikipedia for "Shenandoah AVA" for more info), it suffers from other areas, namely east of the mountains, because of lack of other attractions or ease of access from metro areas. A splendid trail would be a uniting and extra compelling reason to visit to increase the area's "wine tourism". It would in essence link these establishments, providing a beautiful cycling experience with nice rest stops. It would be hugely popular - if marketed as such. So much of the success depends not just on building the trail, but also some initial marketing of it.</p> <p>3) The newly created Seven Bends State Park is in close proximity to the proposed trail; adding another recreational link that would be compelling in combination with the trail.</p> <p>4) I would strongly advise a cinder-gravel path base, much like the C&O Canal path other similar long-ish rail trails. As long as its ground cinders/gravel it's more pleasant and less hot to bike, requires less maintenance (and likely less cost to construct), nicer and easier on the feet to hike for any distance, more in keeping with the rural setting of the proposed trail, offers area equestrians a more suitable path for horses, slows speed into traffic intersections. As a cyclist myself, I know that gravel biking is the hottest area in recreational cycling today.</p>
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Kate Heneberry	8/17/2021	<p>Hi Jennifer, it's Kate Heneberry (formerly Kate Rudacille, retired from NVRPA Planning and Development!). As a Front Royal resident, I am so excited about the possibility of a rail-trail in my neck of the woods. I submitted comments in support of the project via the survey, sent the survey to everyone I could think of, and attended the webinar last month. A few comments and questions came to mind when watching the webinar:</p> <p>In Baker's roadway crossing analysis, where there is a road running parallel with the railroad that then crosses it, on the W&OD we realigned the trail approaches to the roadway, adding in an s-curve on the trail so that the trail would intersect perpendicularly with the road instead of on an acute angle, thereby improving sight distance. See W&OD at Shreve Rd in Falls Church, W&OD at Maple Ave in Purcellville for example.</p> <p>Baker seemed to focus on the amount of tree clearing that would be required, since the portion of the railroad bed that has been discontinued the longest already has grown up quite a bit, but it seems like the removal of the rails and ties would remove that vegetation anyway. Does the feasibility study include a section on removing the rail infrastructure (cost, salvage value, responsible entity, other related considerations)?</p> <p>Have any utility providers expressed interest in acquiring or sharing use of the right of way? That was a significant source of income for the W&OD.</p> <p>I was heartened to see there are various management alternatives, although I am not familiar with all the different entities around the Commonwealth and look forward to learning more about them in the feasibility study. When will the study be made available to the public?</p> <p>Let me know if there's any way I can be helpful on this project. And thank you for the fine work you do on Virginia's trail systems!</p>
Chris Wilkins	8/19/2021	As a farmer that's property joins the rails for trails project I would like to express my stand on it. I thank this is a waste of take payers mon
Jonathan Ryan	8/19/2021	<p>My name is Jonathan Ryan and I own and farm property along the proposed Rail Trail in the New Market area. I have a few concerns with the proposed rail trail running by my property. With the trail running along my property I am concerned with the amount of trespassers that will be on the property. I have crops and equipment close to the proposed trail area and I worry the trespasser will damage my crop, equipment, harass livestock and will create more litter in the area that will then get into my field and the potential of harm to livestock. A few other concerns I have is with my ability to apply chemicals and fertilizers to crops along with hunting and trapping the nuisance animals that damage my crops every year. The section of tracks from Timberville to Mount Jackson areas offers very little access to towns and this entire section is surrounded by private property and many of the roads that cross the tracks in the area are private drives. If anyone is using the trail through this section they would have to travel several miles off the trail to get to New Market by way of US211 which is a high traffic road for the area. Doing this will only increase the chances of having a vehicle vs pedestrian accident.</p> <p>There are already numerous trails in the area running through the National Forest and parks that are not being used due to trail conditions and lack of information about the trails. I believe the money would be better spent improving existing trails and getting more information out about those trails.</p>
Larry Ambrose	8/21/2021	<p>I live in Mt. Jackson next to the rail road {proposed rail trail} and I'm TOTALLY AGAINST IT. Several reasons for my decision: 1. Large tax money of some sort.</p> <p>2. Volume of traffic behind my home and chance of lawless activities</p> <p>3. Chance of evasion of my privacy</p> <p>Please reconsider the idea of making a rail trail on the old railroad tracks and scrap this idea.</p>
Joe & Winnie Wilkins	8/20/2021	<p>Concerns about this project:</p> <ul style="list-style-type: none"> - Who is going to be in charge of policing/ safety? - Who is going to pay for this project? - Who is in charge of major upkeep? <p>We have these concerns due to being close property owners citizens of Shenandoah county. We feel this is a waste of our tax dollars that could be better spent in other ways throughout our community.</p>

Robert Grey	8/20/2021	<p>As a lifelong resident of Virginia, avid cyclist, and someone who cares deeply about land conservation within the Commonwealth I am writing to express my enthusiastic support for a proposed Shenandoah Valley Rail Trail. It is telling, in times as divided as these, that this trail concept has received immense unanimous support from such a wide array of different stakeholders.</p> <p>This wide support is thanks to the shared realization from different parties of the endless benefits such a trail would bring to the region- whether it be helping to promote an active and healthier lifestyle within the Commonwealth, breathing economic lifeblood into often neglected rural communities through tourism, or providing infrastructure for Virginians to engage in more eco-friendly forms of transportation. One needs to look no further than the WO&D Trail in Northern Virginia, the Virginia Capital in the Tidewater region, or the Virginia Creeper Trail in Southwest Virginia to see just how transformative the positive impacts of rails-to-trails infrastructure have been in different areas of the state.</p>
William Carter	8/18/2021	<p>Could you provide more information with regards to the cost and process of a trails project? For this particular project, how would/ does a locality, state, trails group go about taking ownership of this property? Is it for sale? What is the sale price? Where will this money come from? What will be the maintenance expenses post a trail? How long does a trails project take? After the completion of the study, what is the next step?</p>
Chris Wilkins	9/14/2021	<p>Past deadline for comment-thinks bike path should be routed up Route 11 instead of the rail corridor. The corridor is too narrow for emergency vehicles to pass pedestrians. Many adjacent landowners do not have Internet and oppose project, feel left out of public process.</p>