

MIDWAY CITY COUNCIL 2020 CANDIDATE QUESTIONNAIRE

Following are answers offered by the candidates running for Midway City Council.
Please note that Bruce Southworth is also a candidate but had not responded as of publication.



WHAT DO YOU BELIEVE ARE THE MAIN ECONOMIC PILLARS OF MIDWAY, AND WOODFORD COUNTY?

ADAM BAILEY:

It's no secret that Midway and Woodford County alike can trace their economic sustainability back to both the ag and equine industries, however it's my belief Midway's economy is equally dependent on its allure as a small town with southern hospitality that is highlighted with its dining and shopping options. Furthermore, the development of Midway Station and the partnership with Lakeshore industries has had a profound impact on Midway's economic success through various tax cuts and job opportunities.

SARA HICKS:

Industrial employers, for now, and agriculture. Midway Station has been the source of an economic boost. However, Midway has traditionally been surrounded by farms, so I would say everyone on a farm comes into Midway. We've also recently sold property for a distillery, and are looking at having some land used for bourbon barrel storage. And our university really enhances the city and in how the city is known.

Midway has a small town feel that we should preserve, so the fortunate thing about Midway Station is that it's on the other side of the interstate. So we don't have to see it, yet we still get the occupational tax.

JOHN MCDANIEL:

Tourism:
Midway and Woodford County welcomes thousands of visitors a day into the county and city. The tourism business in our area has close ties with

the agricultural businesses in our area. Midway is very fortunate to have some of the finest eating establishments in the area. Many of these restaurants serve locally grown products and hire employees from the area. The horse farms, Wiesenberger Mills, the vineyards, the events such as Furlong Fridays, block parties during the summer months; Francisco Farm Arts Festival, Midway Fall Festival, Sparks in the Park, a warm- for the Fourth of July. The downtown shops attract shoppers, souvenir hunters, and the train and trains rolling through town capture every visitor's imagination, as they discover more about the history of the town. The children have the option of visiting Midway's ever developing park with its trails, creeks, springs, trees, and wildlife.

Midway has become a staging area for bicycle clubs all over the state as cyclers gather throughout the week to make their country rides. Midway is also a stop off for the Horsey 100 which welcomes over 2000 bikers at each year's event.

Agriculture:

Vineyards, horses, hay, tobacco, beef cattle, and products produced for the Farmer's Market. The UK College of Agriculture refers to these separate businesses as the "Agricultural Cluster" and it includes the business services, retail, and wholesale trade specific to agriculture. This study estimates that 2,783 jobs can be attributed to this cluster. The study states that \$565 million in revenue is generated annually for the county with an additional \$340.2 million in additional income, profits and dividends. Its contribution to the local

tax base (payroll taxes) comes to \$1.1 million. The city of Midway benefits from a portion of these revenues. All of these activities bring business into town thereby creating jobs, enhancing the lifestyle of those already living in Midway, and creating housing, and small industrial markets.

Financial intuitions:

Banking facilities are important to a town like Midway. It allows for a convenient way for citizens of the town to manage their personal finances. Local financial institutions are more likely to loan out money to those that live in town and deal with them on a daily basis. The same holds true for local businesses and banks help support community activities. Hopefully the city government can find its way clear to support the next bank that opens in Midway

Education:

Schools become an important factor when people are considering a move to a new town. Small businesses and small industries also consider schools and educational levels of a work force when looking at a potential area to build. Fortunately, Midway has excelled in that area with Northside Elementary School and it is hard to ignore the level of the parent's participation in school activities. Midway's saving grace throughout its history has been Midway University, also known by many other names throughout its 171 years of service to our community. The college has been a major source of income for the city throughout the years.

LOGAN NANCE:

Agriculture (including agri-tourism from the equine and bourbon industries), industry, tourism, & education (a great public school system that attracts young families and a thriving university) are the main pillars of the local economy in Midway.

ANDREW NELLE:

Midway is home to a diverse small business community, the downtown area is nothing but local clothing shops and restaurants. I believe small businesses, local restaurants and agriculture are at the heart of Midways economy. One other key aspect of Midway's economy is the identity of the town itself; visitors know when they travel here, they will be blanket-ed in a warm embrace of small-town vibes. Midway's small town charm is a commodity in its own category. The economy of Versailles is more in the way of commercial enterprise, such as fast-food and chain restaurants. Versailles has more of the encompassing feeling of a smaller version of Georgetown or Nicholasville.

MARY RAGLIN:

Restaurants, farmlands, tourism in Midway and Woodford County. And the different shopping areas, food stores, other stores available.

STEVE SIMOFF:

I would say our main income comes from the payroll taxes from the industrial park. We also have an impact from tourism and downtown businesses, and indirectly I also think the surrounding farms have an impact on the economy.

STACY THURMAN:

The County's economic strength lies in agriculture, but no doubt the industry in Midway Station supports Midway and has enabled us to lower property taxes as we continue to invest in infrastructure.

KAYE NITA GALLAGHER:

I would say Midway station and partic-

ularly Lakeshore Learning; that's where we've gotten most of our occupational tax and funding recently. And there are a few lots left at Midway Station.

The downtown shops are great and they bring the tourists in, but most of the shop owners own their own shops, so there's rarely occupational tax, and very little sales tax.



DO YOU HAVE ANY SPECIFIC PLANNING POLICIES TO FURTHER ECONOMIC GROWTH IN MIDWAY?

ADAM BAILEY:

I will make smart, well-informed decisions on growth that compliment and don't directly compete against our local businesses. While the recruitment of new business to Midway station is also important, it is vital we create the right climate that protects the small businesses that have already invested in our community.

SARA HICKS:

I believe that lots of new housing wouldn't be economically beneficial to Midway. Housing costs a city more than it makes. In Midway, you would also run the risk changing the feel of the city. The city isn't too big yet, so people can all feel connected. We're not at that tipping point yet, but we have to be cautious about our housing stock. Unfortunately this housing situation may create a situation with less diversity, so we have to look out for that, because housing is expensive here.

Right now we're redoing our sewer system, and once we get our infrastructure back in shape, I'd like to see us increase sustainability measures and lower carbon usage. I'd like to see solar panels on city hall and on our shops.

JOHN MCDANIEL:

I have always advocated that Midway would have a written five year comprehensive plan. The plan should include the present number of businesses that are licensed in Midway. A plan for carrying out the work that needs to be done on infrastructure that needs to be brought up to date. Consideration for possible grants and future purchases for the fire department as our firefighting needs are changing as the structures being built at Midway Station require special equipment and need to be considered ahead of time. Not just buying firetrucks on the spur

of the moment, whereupon we buy a ladder truck because there may be a need for it. However we don't need a truck that when it is picked up that it requires two service calls to get it to Midway. If we have as much money as the mayor says, let's get good reliable equipment. Let's plan ahead.

LOGAN NANCE:

I will continue to vote against any plans to extend industrial development outside of Midway Station. I want to ward against urban sprawl by encouraging infill and protecting farmland within and surrounding the urban service boundary.

ANDREW NELLE:

As I stated in earlier candidate profiles, if elected I will seek economic growth opportunities for Midway, while maintaining the historic preservations and unique small-town personality. I would like to entertain the possibility of expanding Midway Corner Market to support our ever growing and changing community. I do not desire to have large scale companies like Kroger or Aldis to move into our city. I believe local, small businesses are at the very core of Midways identity. I also would like to see more expansion at the highway exit by the Shell and McDonalds. Perhaps the city could send out a survey or poll asking the local community what stores they would like to see moved closer to Midway.

MARY RAGLIN:

Communication with companies out there is important; letting companies know that there are opportunities here in Midway. We need to get the word out and use our networks.

STEVE SIMOFF:

Well, I think in general, tax incentives to lure companies to town aren't necessary. This is something I've seen

misused before and it can distort the supposed benefits we're supposed to get in the first place. Going forward I'd like to see tech companies come to Midway, and some white collar businesses. But I think the companies that went into Midway Station are appropriate at this point.

STACY THURMAN:

I believe the focus, at this time, should be on economic stability and continued support of efforts being made by our small businesses to remain open during Covid-19. In regards to economic growth at Midway Station, I feel that we have reached a capacity, of sorts, within our Urban Service Boundary. However, the focus has shifted to the commercially zoned land, and I would like to work with the Economic Development Authority, to the extent that we are able, to ensure that commercial development fits the character of Midway and is beneficial to residents.

KAYE NITA GALLAGHER:

My personal thought is, once they fill Midway Station, we can stop there. After that we don't need to go and do much more development. We have talked about a Distillery on the Mitchell property, and I'm good with that. But I don't really want to see the RV Resort because then the City of Midway will go all the way to the creek and the Scott County line; we'll become more sprawling. All that land is in the county; it would have to be annexed into the city.

I like the compact size of Midway and the downtown area.

It's a slippery slope. I had heard that the Nuckols farm is for sale; I'm afraid someone's going to buy that and turn it into a subdivision, and I don't want to see a big subdivision built here.



ANY THOUGHTS ON HOW TO RETAIN EXISTING COMPANIES AND EXISTING JOBS?

ADAM BAILEY:

The equine industry is a cornerstone of Midway's economy. They are taking on new initiatives like Horse Country that gives fans a firsthand experience of their favorite farm or racehorse. Hopefully we can work in conjunction with these types of groups that offer fresh ideas to fuel future job opportunities within our community. We must also ensure that we continue to explore opportunities within the current allotted zones of Midway Station.

SARA HICKS:

There's a balance for Midway, because Midway is a commuter town. Many people locate in Midway so the wife can work in Lexington and the husband can work in Frankfort. That's why we're "Mid-way." I think that same mix is occurring at Midway station, people are commuting from the region, rather than from Midway. Our downtown doesn't employ many people. Those jobs have been more in jeopardy during the coronavirus; those businesses have been more at risk. The city has been trying to support those businesses, and citizens have been trying to support the businesses.

One thing that has enhanced Midway is taking moral stands for equality and justice. We did a BLM walk, and we did an ordinance for LGBT rights. Those things that improve the social quality of the town, are ultimately beneficial financially, which make it an identifiable and preferred location.

JOHN MCDANIEL:

The city representatives need to be more proactive in the recruitment and retaining of the businesses in Midway. This could be done by supporting and working with the Midway Merchants Association. It is apparent that several of the council members aren't interested in downtown development based

on their previous votes or lack of votes for support. Being a council member requires more than showing up twice a month to meetings. For example, the possibility that a distillery may be built off of 421, Leestown Road isn't something that just happened, as the work and time required to bring that distillery into Midway began in May of 2017. Several hundred hours, several miles visiting small distilleries and the work of a couple of regular Midway citizens is why this distillery is coming to Midway. If a council member doesn't have time to attend the workshops, special committee meetings, and focus on Midway matters they don't need to be running. It takes work and it can't just be done from home.

LOGAN NANCE:

I think we've done a lot to encourage companies to relocate or expand their business into Midway. Midway Station in particular is thriving. We're a city that is conveniently located near the interstate and a local government that is easy to work with. For the most part the big businesses in Midway are stable even during this pandemic and I see no reason they will not continue to grow which will lead to more payroll tax for the city.

ANDREW NELLE:

The city of Midway is already known as a travel and tourism hot spot, however with the challenges of Covid 19, the city would do well to diversify its interest and invest in opportunities that do not rely on tourism as much. Again, this does not mean abandoning the city's identity by allowing large corporate entities to enter our borders. This means inviting growth opportunities that mirror current needs and wants by our citizens. Midway needs Covid- and recession-proof jobs for our citizens.

MARY RAGLIN:

One to be thought about. That's a hard one, because a lot of places are slowing down with this COVID situation. I think one thing that might help is improving access to workers, especially within Midway or the county. We need to think about our local workforce and if it suits our employers' needs.

STEVE SIMOFF:

I had a conversation with the mayor a while ago about how we need to move to make infrastructure improvements now, because we never know when companies are going to leave. I used the example of Osram Sylvania, which left Versailles.

It's a little like looking into the future; when we have the money, we need to spend the money to make the improvements, because we never know when the well's going to go dry up. Local corporations rarely stay in touch with the local government. They're not going to keep us in the loop if they're having a problem. Normally we find out at the 11th hour; they'll just send a matter-of-fact e-mail simply stating they have to close. So there's no way to offer any assistance or give an opinion. Local government and corporate America don't necessarily communicate, because they're big and we're small. They're not going to worry about our opinion. The decisions are going to be made by the Board of directors and the stockholders.

With this COVID situation, we could lose Lakeshore or they could downsize, for example. We need to be able to propose solutions so they can stay. So basically, we need good infrastructure planning and we need to facilitate better communication between us and the companies here.

STACY THURMAN:

It's important that the city maintain a relationship with our companies,

both big and small. This has become abundantly clear during the pandemic, when so many have suffered economic loss. Gestures, like the small business grants that the city offered, can go a long way. I would also like to reach out to some of our larger employers and involve them in the discussion about affordable housing. Employees that live and work in Midway will be more invested in our city, which benefits us all.ued support of efforts being made by our small businesses to remain open during Covid-19. In regards to economic growth at Midway Station, I feel that we have reached a capacity, of sorts, within our Urban Service Boundary. However, the focus has shifted to the commercially zoned land, and I would like to work with the Economic Development Authority, to the extent that we are able, to ensure that commercial development fits the character of Midway and is beneficial to residents.

KAYE NITA GALLAGHER:

I think that's what we've done with Lakeshore; they've expanded since they first arrived. I understand they're getting ready for more hires soon.

The city has to focus on retention and expansion and I believe they do. We don't want a bunch of empty buildings here. But I will say, it is hard to find workers; it's even difficult to get staff to wait tables at restaurants here.



AGRICULTURE IS A HUGE PART OF THE LOCAL ECONOMY HERE. 1 IN 3 JOBS IN THE COUNTY IS AG-RELATED WITH A \$565 MILLION-DOLLAR/YEAR ANNUAL IMPACT. DO YOU HAVE ANY THOUGHTS ON HOW TO LEVERAGE THE AG INDUSTRY WITHIN MIDWAY CITY LIMITS? (“NO” IS ACCEPTABLE ANSWER HERE)

ADAM BAILEY:

As stated here and as I mentioned previously the ag industry is a cornerstone of both Midway and Woodford County’s economic sustainability. It’s vital that we continue to nourish this industry and utilize it as an asset for local economies. How we leverage that is a complex discussion that needs input from both city officials and local leaders within the agriculture sector. Farm-to-table and buy local are two examples of market trends in which this relationship can be cultivated.

SARA HICKS:

I wish I had an answer to this question, because it’s a really thorny one. I’m about to be 69, and all my friends were farm families. None of my peers came back to farm. The death of tobacco meant nobody could make a living on that. The makeup of who farms now is different. A lot of the farms around Midway now are owned by wealthy outsiders who don’t have to make a living from it. At least the farms are still here, but it’s kind of sad. And as for active farmers in general ag, a lot of the families who really farm have another job, but they love farming and they love the land.

I’m liking what I’m seeing with Woodford FoodNet (<https://www.woodford-foodnet.org/>). It’s a way to promote a coalition of local farmers who sell to the public. This got started during corona; it’s a very positive direction. And the success of the farmers markets is very positive direction. Some of my friends’ children are trying to get into hemp, but we’re not sure if that will be profitable yet. If we had more education for the public, so they can understand the need to support farmers, and if there was more direct access to farmers, I think the public would have a different attitude.

Right now there’s a division because

some people in the public think of “farms” as wealthy horse farms, and they forget about general agriculture. And the public might like to go gamble on horses, but they don’t necessarily identify with the owners of the horse farms. Big horse farm owners used to interact with the Midway residents, but I think that happens less now. It seems like they’re often in gated farms and aren’t participating in the community the way they used to. Some might say they’ve got to get off their high horse.

So, there’s not much available in Midway that could come from local farms. For example, I drive to Lexington for the Good Foods Coop, the Whole Foods; that’s not available to me in Midway. I met with the only grocer here and asked about local suppliers, but it hasn’t happened yet. When I run out of something I don’t want to wait until next Monday for the next farmers market.

JOHN MCDANIEL:

Please read reply to question #1, Part 2, Agriculture

LOGAN NANCE:

Agri-tourism is a huge piece of which we’ve only really begun to scratch the surface. Within the next two years I would love to see Midway finally have its own bourbon distillery again. I am excited for what that would mean for our city. I am also pleased with some of the businesses moving into Midway Station that are more agro-centric that will be able to work in partnership with area farms. I would love to see the city of Midway adopt more green initiatives to make our city more environmentally friendly and I believe we are uniquely positioned to do so.

ANDREW NELLE:

There are new initiatives being sewn currently nationwide as we try to re-

solve the issues of climate change and population food sustainment. Midway and local ag colleges need to work together to build a sustainable growth plan for Midway and Woodford county. These plans need to include the latest ag science and research that places our county at the forefront of climate science and food production.

MARY RAGLIN:

I think ag is an important part of Midway. If the farmer’s market came here more often, that’d give people more of an opportunity to shop our local farms.

STEVE SIMOFF:

I would encourage either the EDA, or the mayor, to actively pursue companies in ag, agritech, and equine service industries to move into either Midway Station or somewhere in the city boundaries.

But I’ve had enough of annexing land into the city limits. Ag land is important, it’s beautiful, it adds to our air quality and well-being. We’ve got that land for the new RV park and the bourbon distillery, and I’m OK with that. But anything new beyond that, I would start to question in detail if I were on city council.

STACY THURMAN:

Supporting our small businesses is indirectly helping the agricultural industry, as many of our shops and restaurants in Midway feature local food, honey, bourbon, hemp products and other locally sourced items. I would love to see a program in which local produce, perhaps purchased from the farmers market, is used to address food insecurity. I’m not sure what role the city would play in this, but it’s worth exploring.

KAYE NITA GALLAGHER:

I don’t have any ideas on that, so much of that is out in the county.

In town we've got a couple bloodstock agents, and we've got Dr. Lambert with Equine Analysis, which are ag-related. But I'm not sure how much we need to focus on ag in Midway.



DO YOU HAVE ANY POLICY IDEAS TO PROMOTE INFILL AND RE-DEVELOPMENT WITHIN THE MIDWAY USB? THIS WAS AN OBJECTIVE OF THE 2018 COMPREHENSIVE PLAN. (“NO” IS ACCEPTABLE ANSWER HERE)

ADAM BAILEY:

The development that has occurred at Midway Station has laid the framework for future growth opportunities within Midway’s current urban service boundaries. It’s critical that we continue to use the designated areas for industry and commercial growth, however it’s equally important to ensure these growth opportunities work congruently with our current industries and not in opposition.

SARA HICKS:

I think this is preferable to expanding the USB. We’ve talked about “granny flats” - ADUs, for one thing. That works well in urban areas and I think it could work well here in Midway. There are some really big lots. We have parts of town that are really run down, some landlords that don’t take great care of their properties. I think when those properties turn over, gradually we’ll see more opportunities for infill, renewal, and renovation. I know the Bradleys are looking at developing a piece of property right near the city, near the corner grocery. They’re talking about entry-level homes, that’ll be a pretty easy development since it’s just an open field. And I think Cogartown and areas like that can be renewed.

JOHN MCDANIEL:

No ideas at this time until more information is available.

LOGAN NANCE:

This has been something I’ve promoted during my first term. I think the way we encourage infill is by not extending the urban service boundary. There isn’t a ton of space available within town for commercial development, but I have been very impressed with the businesses that have opened up downtown and the creative ways they have been able to repurpose the existing

facilities. Encouraging this kind of development keeps our small town small and prevents sprawl that decimates farm land and ruins the natural beauty of the area.

ANDREW NELLE:

I will back the Midway USB plan if it fits a format of real results that both promotes positive changes for all Woodford County residents and puts our county and state in a position for AG leadership and development.

MARY RAGLIN:

I think Midway’s going to have to grow or expand eventually; I don’t think we can stay this small forever. But at this time, I have no firm policy ideas for infill.

STEVE SIMOFF:

First of all, I’m against expansion of the city boundaries. The industrial park’s fine, hopefully they’ll put a buffer there so it doesn’t turn into something like you have in Winchester. I think if there’s an ADU (“granny flat”) ordinance that would help. I would support that, because there are lots of large lots within the city limits, and because of the current legal structure they’re not allowed to build more units on them. This type of infill lessens the need to use ag land when we actually have lots available — but because of the current restrictions, those lots can’t be divided. And there are many of them.

STACY THURMAN:

I have worked with an affordable housing task force to explore the need for housing in Midway. My goal is to continue this work by conducting a housing needs assessment to gain community input. I would like to further explore options outside of single family residential, including accessory dwelling units (a.k.a. “granny flats”),

that would allow modest growth in Midway without looking outside of our city limits.

KAYE NITA GALLAGHER:

No, I don’t have any ideas on that. To me, most of the land in Midway’s USB is developed. I know we’re talking about another small subdivision of 40-60 houses, and that would be infill. And the Phillips property on Leestown Rd might be suitable. It would have been nice had we gotten a hotel; I think that’ll happen eventually. If an ADU (granny flat) policy allowed some smaller units to be built on larger lots, that might be OK, but I’m not sure how many lots would actually allow for that.



DO YOU SUPPORT THE STUDY OF A MERGER OF THE COUNTY GOVERNMENT WITH ONE OR MORE OF THE CITY GOVERNMENTS? (YES OR NO IS ACCEPTABLE, ELABORATE IF YOU WISH)

ADAM BAILEY:

It's my understanding that within the state of Kentucky the only successful merger of city and county governments has taken place in Lexington and Louisville. It is my belief that Woodford County does not need to be a case study for this concept in a rural market. The residents of Midway have immediate and personal access with their local officials and can hold these leaders accountable for their actions. As city officials we are responsible for the citizens of Midway, and serve as representatives for their town. I support interlocal agreements with county and city officials and understand the importance of maximizing tax dollars but this can be done collectively as a separate entity..

SARA HICKS:

I think partial mergers might be good for Versailles and Woodford County. But since we're so small, we have to stick up for ourselves. We do contract Versailles Police; that's a kind of merger. But we don't want to lose our identity; we're the forgotten stepchild, and a full merger might not be to Midway's advantage. It might work for Versailles and the county, but we can purchase services from them.

JOHN MCDANIEL:

Not at this time. However, the merger of city county services seems to be working to the benefit of both parties.

LOGAN NANCE:

I do not support the merger of county and city governments. I believe each city is unique and the citizens deserve local representation.

ANDREW NELLE:

I will always be in favor of fiscal responsibility; especially when it pertains to direct impacts on Midway and its citizens. However, a merger of

governments I would assume means one unified uniform Woodford County system. There would be no separate city councils or mayors. Versailles and Midway, although separated only by a few miles, are two completely different towns. I would prefer to keep Midway self-governed if possible, I would assume most Midwayians would agree with that.

MARY RAGLIN:

I don't support a merger of the governments. Let Midway stay Midway, and the other governments stay who they are. It's worked well so far.

STEVE SIMOFF:

I definitely don't support a merger, generally. But I could possibly support a study to look into where savings or advantages could be had; it never hurts to look at those possibilities.

STACY THURMAN:

No, I think our three governing bodies work well independently, as long as we can continue to collaborate and find unique solutions, such as sharing the Versailles Police Department. Midway, though small, has a strong economy and robust citizen participation in city government and community. I fear a merger would make our voice smaller, as residents would not have as much access to decision making.

KAYE NITA GALLAGHER:

I don't support that. Versailles is doing fine, Midway's doing fine, and the county's doing fine. Everybody's getting along. So why combine everything?



DO YOU SUPPORT OR OPPOSE THE EXTENSION OF FALLING SPRINGS BLVD. AT OR NEAR U.S. 62? THIS IS SOMETIMES REFERRED TO AS THE VERSAILLES NW BYPASS (ONE WORD ANSWER IS ACCEPTABLE, ELABORATE IF YOU WISH)

ADAM BAILEY:

I can sympathize with arguments on either side of the extension discussion, but with the information at my disposal currently, I would not support said proposal. As a father of two young daughters, one of my biggest concerns is the day my children have to navigate Midway Road to and from school as new drivers. An extension of Falling Springs Blvd will encourage more traffic of large commercial vehicles on Midway Rd. I would not hesitate to suggest that the majority of Midway residents would oppose this influx of traffic. It is also my understanding that currently there is no funding for this project on the state level and is of low priority on the current state transportation docket.

SARA HICKS:

I oppose it. I do support efforts to change the route from Midway to Versailles so it isn't a major shortcut for trucks. I really think that more could be done to get trucks off at Lawrenceburg, at the Bluegrass Parkway, instead of having them come through Versailles. Trucks really shouldn't be on Midway/Versailles Road. Technically that's a state issue, but we have to live with it. The bypass as proposed would just put even more traffic on that Road.

And where the bluegrass parkway ends, you can't get off and go left towards Frankfort. They really should have a ramp going over the road, a partial cloverleaf. That's the whole reason they're getting off and going through Versailles. This would also save lives, because that turn is really difficult.

All that is a state issue in the end, but the local officials have some influence on it.

JOHN MCDANIEL:

I would have to revisit this subject.

LOGAN NANCE:

I strongly oppose the proposed bypass that would send more traffic into Midway.

ANDREW NELLE:

I understand the greater needs of ever-increasing traffic patterns, however from my understanding the bypass would possibly travel either through or overtop of local farmland and properties. This is a complex issue, as it intersects with the ever-changing needs of citizen transportation with the need to maintain Midway's small town image and identity. A bypass would allow through traffic to flow more naturally, however there has always been a stigma with small towns and bypasses. As a Midwayian, I desire to preserve our town as much as possible, meaning, we don't have two-hour backup traffic jams like Louisville and Lexington. Other than Fall Festival, we do not have two-mile-long lines of cars traveling through our city daily, like some larger major cities. I can see both sides of this issue, the needs of transportation and commerce, versus the needs and desires of small-town citizens.

MARY RAGLIN:

I oppose it, if this bypass would mean more traffic on Midway Road.

STEVE SIMOFF:

I oppose it. It would create an excessive amount of traffic going down Midway Road. It's dangerous enough the way it is. That would just create more danger and traffic issues.

STACY THURMAN:

I oppose it. I have the same concerns voiced by many Midway residents over the years, that it would increase traffic on U.S. 62 resulting in more large trucks coming through the residential area of Winter Street.

KAYE NITA GALLAGHER:

I oppose it. There's enough trucks going down Midway Road already, and that would just add to it. They were talking about widening Midway Road, and that would just get really complicated and expensive.