



Transportation Advisory Group

Keith Larson, Paul Schultz, Vincent Bonura,
Robert Hendry, Alan Reeves, Brian Bartel, Jonathan Miller

Meeting Agenda

October 22, 2024 | 6:00 PM
153 Willowbend Road

1. **Call to Order**
2. **Public Comments**
3. **Minutes**
 - A. October 8, 2024
4. **Discussion**
 - A. Multi-Use Path System Advisory Group recommendations to Council presented December 2, 2021
5. **Adjourn**

It is the policy of the City of Peachtree City that all city-sponsored public meetings and events are accessible to people with disabilities and are in compliance with Title VI of the Civil Rights Act of 1964. If you need assistance in participating in this meeting or event due to a disability as defined under the ADA or need assistance per Title VI, please contact the City's Title VI and ADA Coordinator, Dr. Teaa Allston-Bing at (770) 632-4276 or e-mail tallston-bing@peachtree-city.org at least three (3) business days before the scheduled meeting or event to request an accommodation.

This meeting will be held in the Community Room at City Hall.

A quorum of the Mayor and Council may be present.

This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

The Peachtree City Transportation Advisory Group (TAG) held its first meeting on Tuesday, October 8, 2024, in the Community Room at City Hall at 6 p.m. Present were Brian Bartal, Vincent Bonura, Robert Hendry, Keith Larson, Paul Shultz, and Public Works Director Jonathan Miller, who also was a voting member. Alan Reeves joined via video call. Staff liaison present were City Manager Justin Strickland, Interim Assistant City Manager Yasmin Julio, and City Engineer Dave Borkowski.

Strickland called the meeting to order. He said Council intended to start and revive several citizen advisory groups, and decided TAG should be the first because transportation was such an important issue. The group introduced themselves, with Miller noting that his department maintained all streets, paths, and signage. Strickland said Miller would be able to guide them through their discussions. The group decided to wait until the end of the meeting to elect a chairman and vice chairman.

Strickland went over TAG's duties:

- Solicit comments, concerns, and advice from city residents regarding the impacts, conflicts, and benefits associated with the multi-use path system, road system, and other means of transportation throughout the city.
- Evaluate citizen concerns and proposals to better develop recommendations prioritized upon feasibility, safety, potential liability, and funding parameters.
- The TAG had no binding authority over City staff or City Council for any recommendations or proposals presented or votes taken.

Next, he discussed the recommendations the group would make, saying they could make them to the Mayor and Council and City staff for new projects or changes to the path system projects and traffic-related issues that had been referenced to them by the City Manager or staff, but not limited to:

- Recommending measures to mitigate safety concerns throughout the multi-use path system;
- Recommending measures to mitigate safety concerns on city-maintained roadways;

- Recommending promotional and educational strategies for transportation awareness and safety;
- Locating and advising staff of potential upgrades to path transitions, crossings, tunnels, ridges, and areas for calming measures;
- Reviewing path pavement condition index ratings and street resurfacing annually;
- Collaborating with staff for an annual prioritization of path reconstruction;
- An annual review with staff regarding recommended changes, additions, or deletions to the Path System Master Plan with the final adoption being the responsibility of City Council;
- An annual review with staff regarding recommended changes, additions, or deletions to the City's Americans with Disabilities Act (ADA) Transition Plan with the final adoption being the responsibility of City Council;

Miller would present reports and recommendations to the Mayor and Council on behalf of the group at least once a year, Strickland stated, adding that it would be good to have the full group present at those Council meetings.

Miller then presented a flow chart of how the Public Works Department was organized, pointing out that a new Assistant Director position had been created this year. There were 58 people in the department, covering paths, streets, fleet maintenance, and grounds maintenance. They worked closely with the Engineering Services Department.

Strickland listed his initial tasks for the TAG:

- Review and make recommendations for updating the Multi-Use Path System Master Plan;
- Discuss and recommend a potential new decal location and implementation strategy for golf carts;
- Review path data with Public Works and, once complete, discuss and recommend a priority program for reconstruction of paths;
- Review street condition data with Public Works. A priority program was already in place.

- Provide support in Public Works and Engineering staff regarding completion of the ADA Transition Plan.

Strickland said the first task was for them to review the path master plan and consider upcoming projects and what they were trying to connect. The GIS Department could put it into an interactive map that would be easier to understand, and Strickland suggested they aim for recommendations to Council for a 2025 update of the plan. Strickland also said they could talk about ongoing projects from the 2017 and 2023 Special Purpose Local Option Sales Tax (SPLOST).

The group discussed changes that would come about because of the Federal Public Rights-of-Way Accessibility Advisory Guidelines (PROWAG), which Miller said would result in more maintenance on the paths rather than complete repaves. They now had data on the path conditions that would help them tremendously in deciding what to do, Miller stated. Bartal said he would like to see them create guidelines for how the City prioritized future path construction.

The next discussion was about requiring cart identification decals on the rear and front of the carts, rather than the sides. This was a recommendation from the temporary Multi-Use Path Safety Advisory Group (MUPSAG) that met about three years ago, and Council had brought it up again recently. However, it was difficult to find a spot to affix the decal on the rear of some carts, they observed, and that was something to discuss at a future meeting.

The company that assessed street conditions had been working on a similar assessment of the paths, and that data should be available soon, Strickland stated, giving them quantitative data for the first time. The City could use that data to set up a system on how to prioritize the repaving by using this data, and that was something TAG could work on. Miller remarked that, unlike streets, which had varying condition levels, paths always required full reconstruction, so the prioritization would have to depend on a combination of their rating and the amount of use. Right now, Strickland said, they paved all paths in the area, but PROWAG might cause them to re-think that and only re-do sections of paths. They

should try not to trigger PROWAG until they were ready to do a whole section, Miller stated.

Larson noted the paths were in far better condition than they were a few years ago. Miller said tree roots had been mentioned, but ideally, they needed to get rid of the trees that were too close to the paths. A lot of undergrowth had been cut back, Hendry noted, and Miller said he hoped this group could help develop standards because tree removal was often a controversial topic but sometimes was needed for safety. Trees would have to be removed to meet ADA standards and also because they were blocking sight lines on the paths, Strickland said, but they would keep as many trees as possible.

Strickland said he wanted Miller to keep them updated on street condition data, but that should not be a big part of their work, because the street paving program was in such good shape. He noted there were many different ways to pave roads, and the company they used had a system that indicated what roads should be priorities before their condition dropped to a more expensive repair.

Strickland said Borkowski was in charge of the ADA transition plan, which was a new requirement from the State. Bartal then asked if they could make recommendations for certain intersections, and Strickland replied that they certainly could. He said he would get them a list of what projects were planned. He explained how the SPLOST list was compiled by a citizens committee with input from other citizens. Council then voted to approve the list before the referendum was put before voters. The 2023 SPLOST passed by 75%. There was a lot of discussion of roundabouts by the group, with comments both pro and con. Miller said the size of the roundabout was important.

For homework, Miller asked the committee to look over the Manual on Uniform Traffic Control Devices (MUTCD). He said this huge document had information on crossings, signage, and other transportation issues. PROWAG was another thing they needed to become familiar with. It specified what must be done to get the path system up to ADA standards. If they did not meet those requirements going forward, they would risk

losing Federal transportation funding. This would be a massive challenge, Miller remarked, but the end result would be a very user-friendly path system.

They needed to decide when and how often to meet, Strickland stated, and Larson pointed out that at least four members had to be physically present. Others could join through video calls and could vote as long as a quorum was physically present. They also had to consider when City Council, Planning Commission, and other City groups met, so it was decided that Tuesdays would be a good day to avoid conflict. They would meet again on October 22, then hold just one meeting per month in November and December, due to the holidays. Starting at 6 p.m. was fine with everyone.

Miller would be the main staff person, Strickland explained, and would work with them on agendas. The chairman would run the meetings. Reeves said he did not want to be considered as chairman, as did Hendry. Bartal nominated Schultz as chairman. Hendry seconded. Motion carried unanimously. Larson volunteered to serve as vice chairman. Hendry seconded. Motion carried unanimously.

The calendar they set showed the next meeting on October 22, followed by meetings on November 12 and December 10. The first meeting of 2025 would be January 7.

What did they want to do at the next meeting? Schultz asked, and Larson suggested they go over the final presentation that MUPSAG made to Council in 2021, noting that he and Schultz served on that group. The group members could watch the presentation from that Council meeting on YouTube and read through the final report. Larson said he had an update on what had been accomplished since then. Schultz agreed this would give them a good background, as did the other group members. They could review the document at the October 22 meeting.

Larson pointed out that Fayette County and its municipalities were developing a Safety Action Plan for streets, roads and paths. Now was the time for public input through a survey and also with an interactive

map. There would be a town hall meeting in Tyrone at the end of the month, and he urged the group to take the survey and explore the website.

Reeves remarked that everyone had their own individual interests, and suggested they assign items from the list of projects to people who were interested. Schultz said they would look into that. Larson said some of the items on their list would be impactful on the budget, but Miller again said that most of the money came from SPLOST or impact fees, not the General Fund.

The Master Plan was what Strickland wanted them to look into first, along with the decal positioning issue. Schultz said he liked the idea of focusing on the Master Plan and using the interactive map to develop priorities. He speculated that would take a couple of months.

The decal location was more complicated than it appeared. Strickland said the renewal sticker could go on the sides, but perhaps a smaller sticker with the number only could go on the back. Larson said most carts would require a physical modification and suggested they ask golf cart dealers their opinions. Bonura asked if the City could provide tag holders that could be attached to the carts, and all members said they would be thinking about possible solutions.

There being no further business, Bonura moved to adjourn at 8:02 p.m. Hendry seconded. Motion carried unanimously.

Multi-Use Path
System Advisory
Group
Recommendations

12/02/2021



Multi-Use Path System Advisory Group

The Multi-Use Path System Advisory Group is an ad-hoc advisory group assembled for the purpose of soliciting comments and concerns from Peachtree City residents regarding the impacts/conflicts associated with use of the multi-use path system. The group held a series of meetings where they evaluated citizen concerns to develop solid improvement recommendations that are prioritized based upon feasibility and funding parameters.





Agenda

- **Framing the Discussion**
- **Safety**
- **Education & Outreach**
- **Registration**
- **Results so Far**

Framing the Discussion

- Function of government: Protect the residents
- Path safety is a current focus in the City
- Escalated approach to safety measures
- Precedents for current proposals exist already
- Balance burden vs benefits
- Enhancing current processes
- Path group should be an ongoing effort





Multi-Use Path System Advisory Group

Safety Subgroup Recommendations



Path Safety

Path Safety refers to the risk of a person being killed or seriously injured while using the *multi-se path system* network as a pedestrian, cyclist or *motorized cart*.

Recommendation: Mitigate risk by applying *Safe System* methods and measures used to prevent users from being killed or seriously injured.

Hierarchy of Path Safety controls:

LEVEL 1 - Sustainable Prevention. Reduce serious crashes by focus on key result areas.

LEVEL 2 - Real-time Risk Reduction. Providing users at severe risk with a specific warning to enable them to take mitigating action.

LEVEL 3 - Reducing Crash Risk. Applying design standards and guidelines (such as from AASHTO, FHA, NTSB, ITF, BFC, RFC, WFC), improving path user behavior and enforcement capacity.

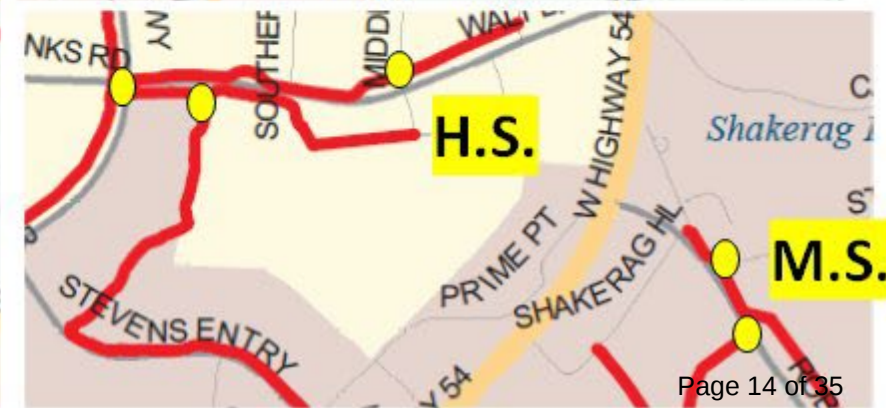
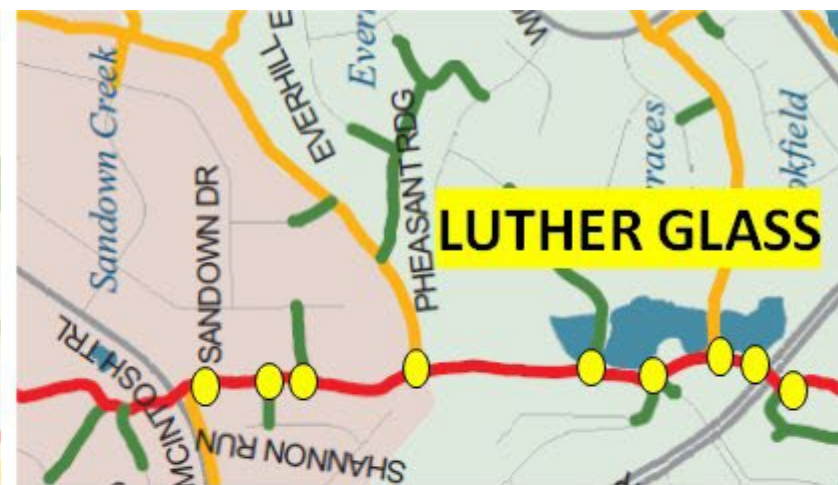
METHODS - ENGINEERING, ENCOURAGEMENT, EDUCATION, EVALUATION & PLANNING

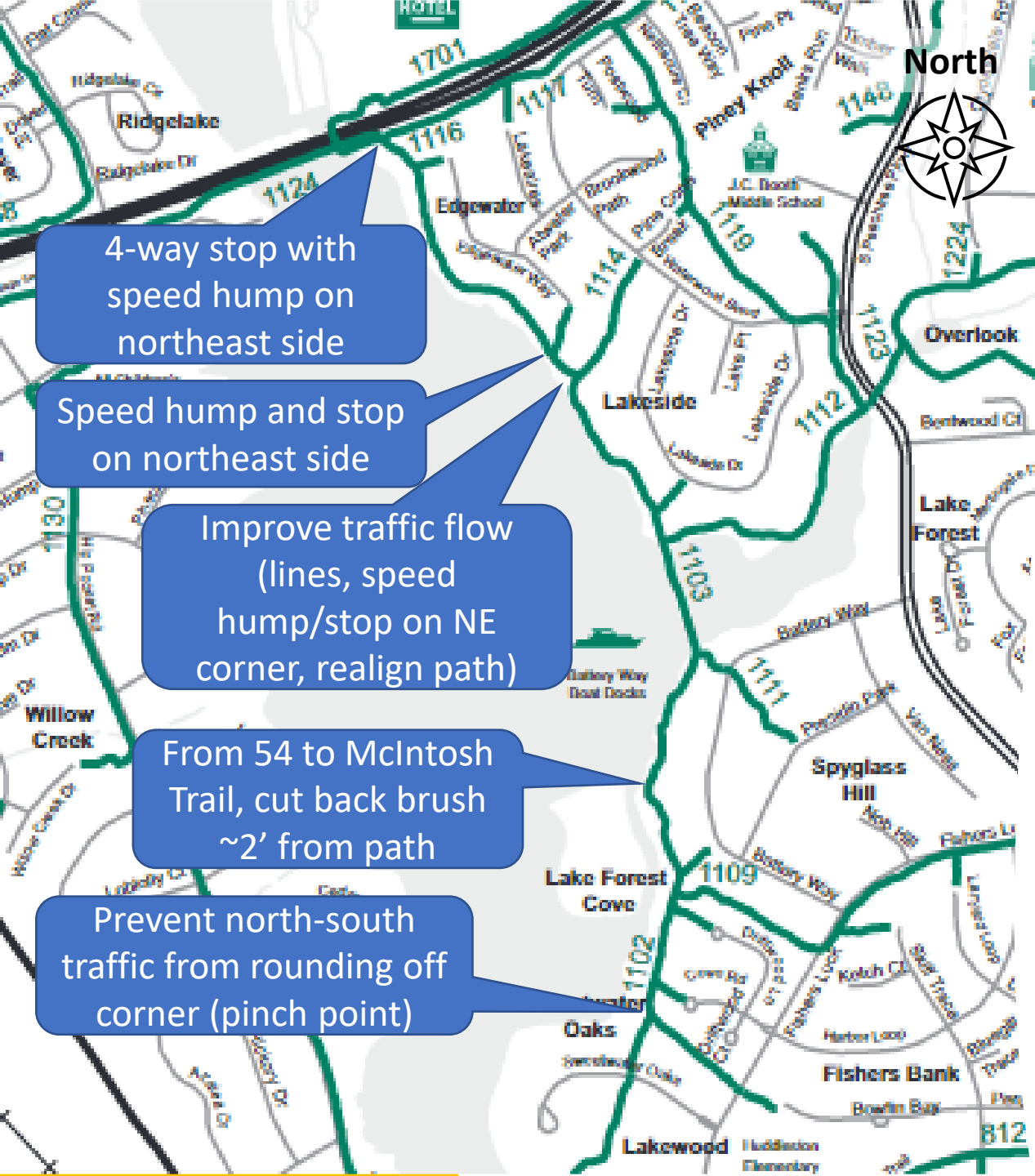
BENCHMARKS: American Association of State Highway and Transportation Officials (AASHTO), Federal Highway Administration (FHA)
National Transportation Safety Board (NTSB), International Transport Forum (ITF) "Towards Zero, Safe System Approach",
Bicycle Friendly America Program (BFC), Runner Friendly Community Program (RFC), Walk Friendly Community Program (WFC)



Engineering Recommendations

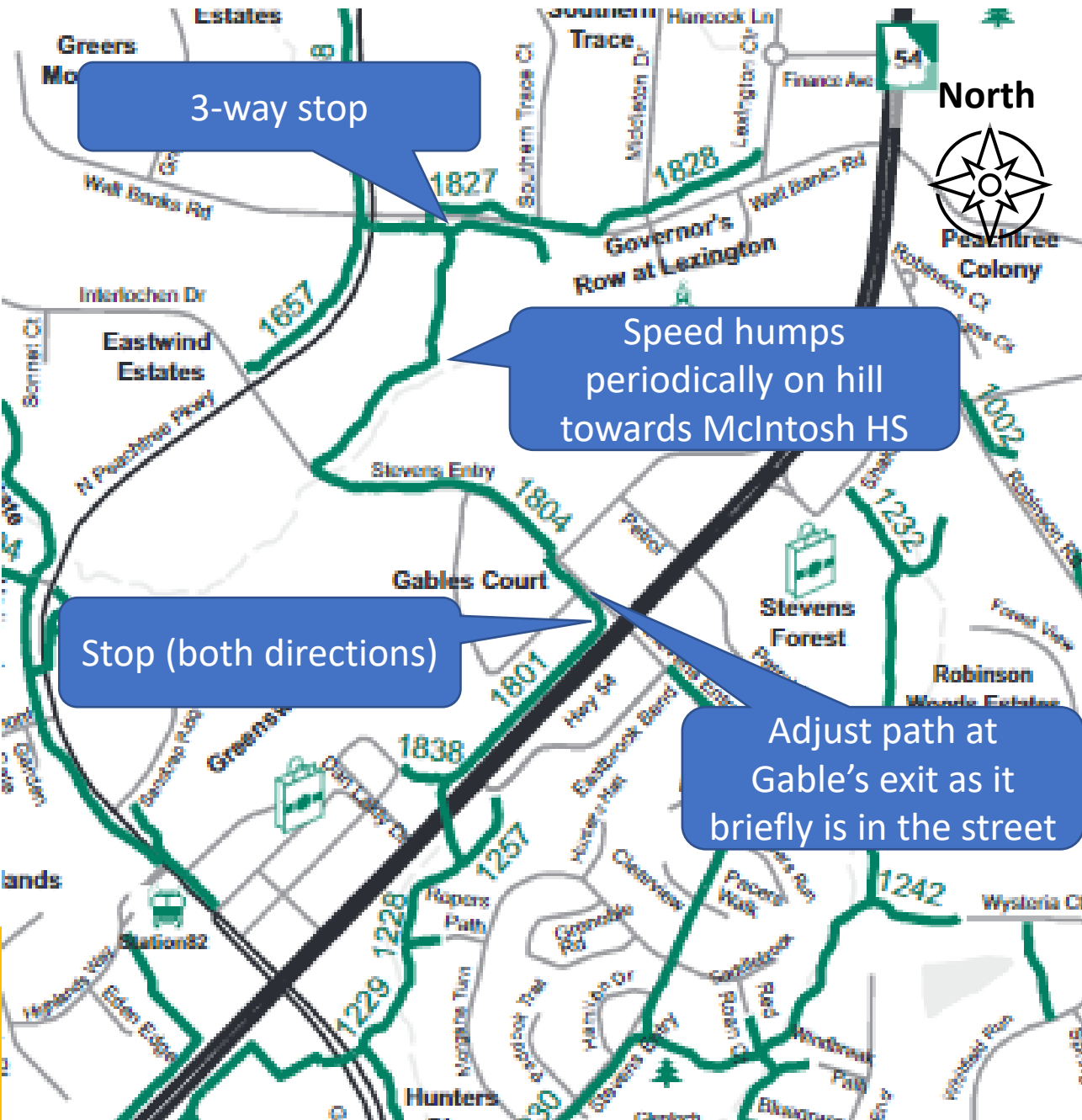
LEVEL 1: Sustainable Prevention. Implement path safety improvement projects in prioritized key result areas. Areas of High Traffic Volume / High Incidences of Path User Conflicts





East Lake Peachtree: Recommendations

- Most heavily traveled path in the City
- Travel north-south along the edge of the lake has right of way
 - Add signage, lines, speed humps, etc. or realign path to reflect this
- Paths from the east drop in elevation
 - Control speed with stop sign or speed humps
- Escalating safety measures
 - Painted stop->stop sign->speed hump



McIntosh High School: Recommendations

- Congested paths when school day ends



Engineering Recommendations

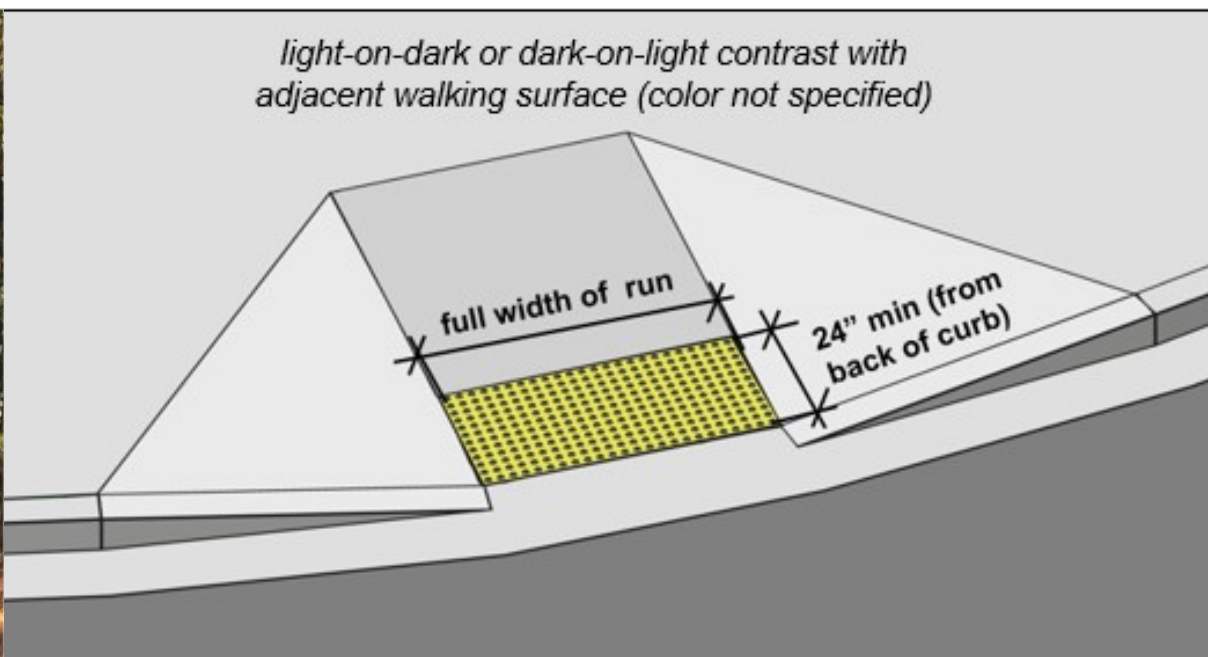
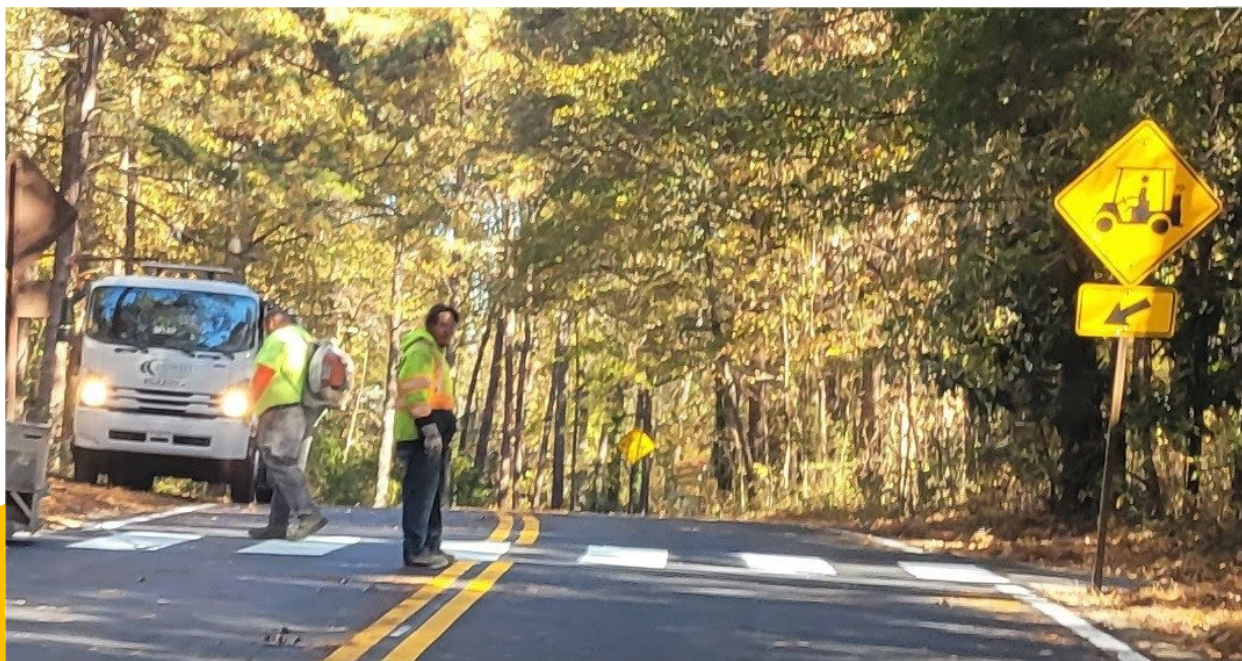
LEVEL 2: Real-time Risk Reduction. Ensure specific warning signs and controls are installed on arterial and neighborhood collector road path crossings, tunnels and underpass.





Engineering Recommendations

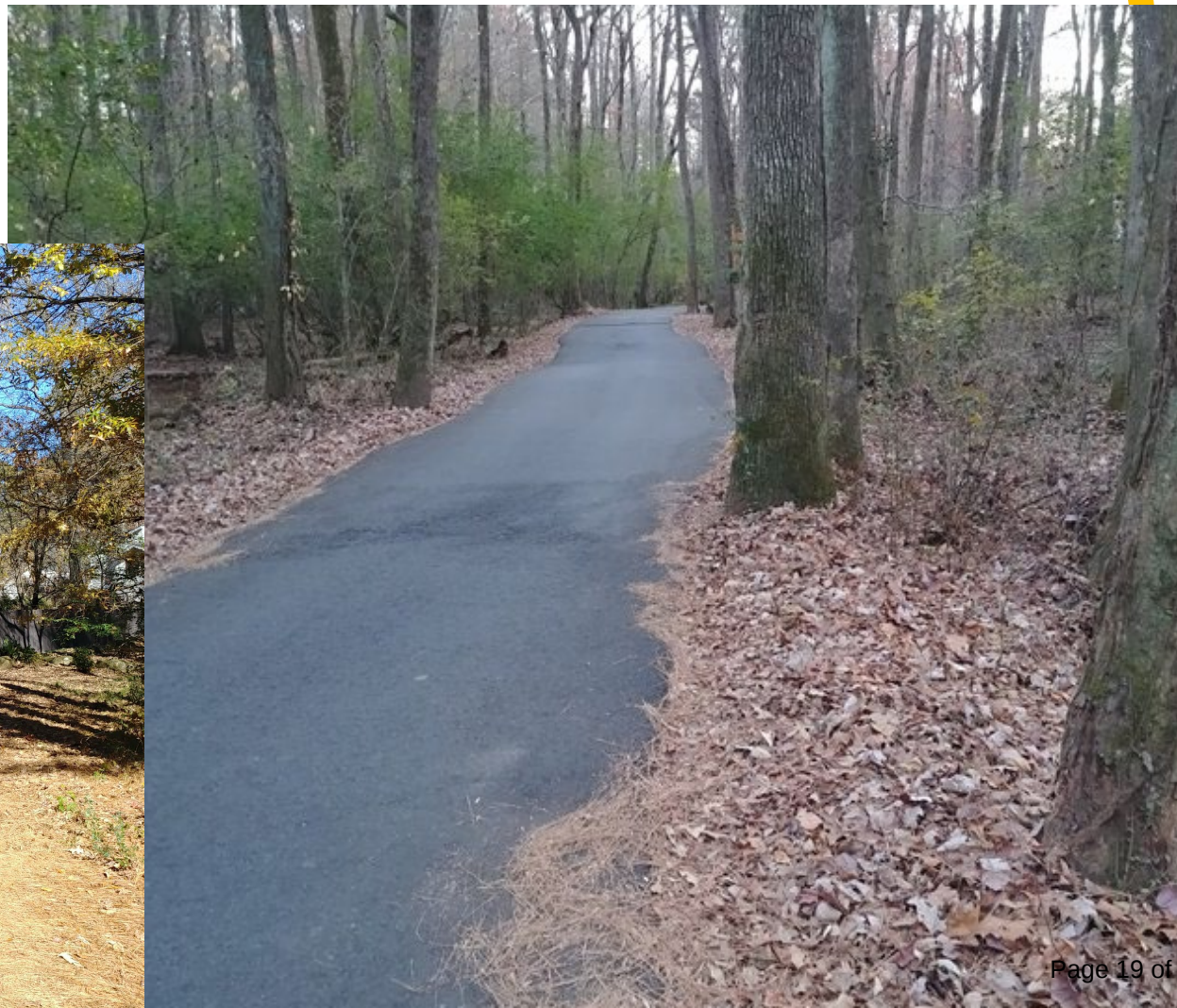
LEVEL 3: Reducing Crash Risk. Adopt and apply standards for path maintenance, including restriping/repainting markings at road crossings, path intersections, installing ADA curb ramps and ADA truncated mats, surface repair, vegetation maintenance to improve line of sight.





Vegetation Maintenance

- As path is replaced, cut back brush and trees that interfere with visibility
- Added benefit is less root damage to path





Encouragement Recommendations

LEVEL 3: Reducing Crash Risk. Adopt and apply standards for alternative mode transportation and etiquette.



- **Right-of-Way.** Signage or path markings to designate right-of-way, keep right and pass on the left.
- **Audible Sounds.** Signage and PSA reminders for carts, bicycles and movers to make an audible sound when passing pedestrians.
- **Wayfinding.** Install GPS path markers to assist path users with navigation and emergency response. Provide up-to-date mapping and route-finding information including mobile apps at path kiosk, website(s), and in Path Guides.
- **Branding.** Adopt a local unique name for the MUPS that is respectful of all users.



Encouragement Recommendations

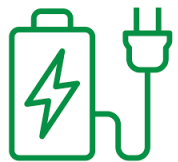
LEVEL 3: Reducing Crash Risk. Adopt and apply standards for alternative mode transportation and etiquette.



- **Alternative Mode Promotion.** Local recognition program for businesses that encourages trip reduction for employees and customers to arrive by an alternative mode.



- **Alternative Mode Parking.** Install additional safe parking for carts at path scenic pull-offs and secure parking with repair stations for bicycles at parks. Adopt ordinance to encourage shopping areas and business to install bicycle parking during construction or re-development.



- **Charging Stations.** Install additional electric cart and e-bike charging stations at public facilities. Adopt ordinance to encourage installation at multi-family housing, business and shopping areas during construction or re-development.



Evaluation & Planning Recommendations

LEVEL 3 - Reducing Crash Risk. Applying standards and guidelines, improving path user behavior and enforcement capacity.



- **Advisory Group.** Standing group of volunteers to assist City staff with periodic safety reviews, recommending new projects and PSA, setting metrics for implementing and evaluating a path *Speed Management Program*.



- **Active Presence.** Sustain path patrolling by Code Enforcement & Police. Focus limited resources to periods & locations of highest volume and conflicts (evenings and weekends)



- **Ordinance Review.** Empower local Code Enforcement capacity for greenbelt nuisance behaviors, noise, unlawful modification of carts to increase speed, failure to report cart crashes. Share with path users in the revised *Path Guide(s)*.



Multi-Use Path System Advisory Group

Education & Outreach Subgroup Recommendations



Parental Responsibility

- Outreach with information on parental responsibility for minors operating a golf cart, including fine amounts and consequences for repeat offenders
 - At time of purchase – golf cart retail/service centers
 - At time of registration, renewal, transfer
 - New driver training
 - Campaigns through website, social media, ***flyers sent home to all middle and high school students***, e-blasts, etc.



Path Courtesy / Etiquette Signage

- Add simple signage and/or stencils in high density areas of the path to remind all users of path etiquette and courtesy
 - Signage at intersections and stencils on blue trash cans at heavily trafficked areas such as the east side of Lake Peachtree
 - Reminders to slow down and use audible alerts while passing, stay to the right, keep pets on leash, pass on the left, etc.
- Post reminder signs in other places popular with various users of the path system.
 - Examples: golf & bike retail shops – reminder not to exceed 20 mph on paths, veterinarian offices & dog parks reminding users to keep pets on a leash, etc.



Public Service Announcements

- Target PSAs to a diverse cross-section of typical path users to remind them of path etiquette
 - Videos on website and social media targeted at different age groups
 - ***Partner with national/local safety days/months, such as National Walk Month and National Bike Month***
 - Announcements at local organizations and civic clubs, e.g., Boy Scouts, churches, youth sports, etc.
 - Community Service school credit for promoting safety/education
 - Pamphlets distributed by realtors to new or prospective residents
- Set up a tent at city events and festivals to talk to residents and answer questions
- Create a multi-generational, community-wide Cart Ambassador Program to facilitate training and education outreach among various path users



Multi-Use Path System Advisory Group

Registration Subgroup Recommendations

How to improve the registration process?

- Improve /Expand Language of Golf cart Registration Form
- Register on behalf of household (spouse, minors, relatives)listing all names and information
- **All** household members are aware of path rules
- Confirm understanding that 12-15 year old drivers are required to take a drivers course offered by Police Department.
- Include Liability Warning checkbox in online golf cart Registration Form





Registrations



- **Original registration must be done in person.**
- Annual registrations can be done via mail, online or in-person. Cart owners will have to confirm their address and phone numbers. (Assess the impact on the Finance Department)
- Add some “Do You Knows” (liability, safety checks, sale/transfer information).
- Change color of registration tag annually.
- Include a sticker of “Top 5 Rules for Multi-Use Path” to go in golf cart (optional – parents with kids may want this)
- Relocate decals to the front and back of carts during renewal process





Results so Far



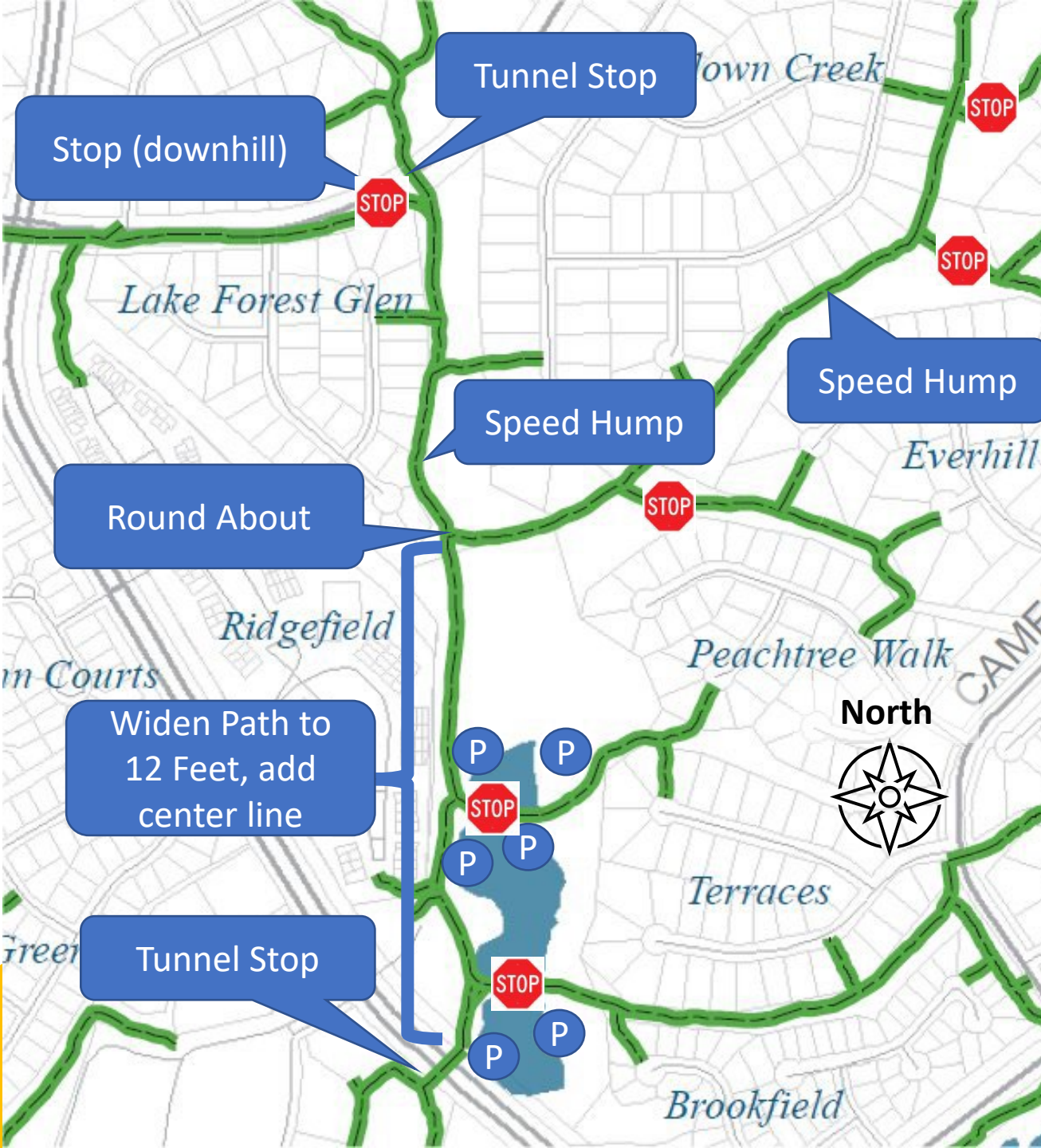
Results so Far

City Staff has already taken these actions based on group recommendations:

- **Engineering:** Assessing recommendations for budget projections and project task orders.
- **Education:** Scheduled Teen Cart Safety Classes.
- **Education:** Updated Path “Rules” brochure.
- **Education:** Created message stencils for use on path trash cans and path surface.
- **Outreach:** Issued path project social media PSA’s, forecast public face-to-face engagements.
- **Registration:** Included liability insurance status in the registration process.

Questions &
Comments





Luther Glass Park: Recommendations

- Arterial path collecting traffic from 8 neighborhoods leading to popular family park and shopping. Path conflicts heavy in the afternoon and weekends. Speeding carts a concern.
- Recommend widening path to spread out users and adding center line to increase safety.
- Install traffic calming measures and stop signs from intersecting paths.
- Add additional parking areas to cover mud at playground and at popular fishing spots caused by parking carts.



Encouragement Recommendations

LEVEL 2 - Real-time Risk Reduction. Providing users at severe risk with a specific warning to enable them to take mitigating action.

LEVEL 3: Reducing Crash Risk. Sharing *guidelines and practices* improving path user behavior .

Motorized Play Vehicles

- Prohibited on all public property (streets, sidewalks, parks, parking lots, paths, etc.).
- Permitted on private residential property with property owner's permission. HOAs may regulate on common property. NOTE: Cannot cause excessive or offensive noise, disturb the peace, or cause annoyance.
- Permitted on private commercial/ industrial property if inaccessible to normal pedestrian or vehicle traffic (warehouse, fenced parking lot with locked gate, etc.); with written permission of the owner/agent.

LSMV Rules

- All LSMVs must be registered with the Fayette County Tag Office.
- All LSMVs must be insured per state law.
- Only those with a valid driver's license may operate an LSMV.
- To operate on the paths, an LSMV must have a setting limiting speed to under 20 mph and operate in that mode at all times on the paths.
- No LSMVs on streets with a speed limit over 35 mph. Except as prohibited above, LSMVs may cross streets with a limit greater than 35 mph.
- State Seatbelt Laws apply to LSMVs.

EPAMD Rules

- Only those with a valid driver's license may operate EPAMDs on city paths.
- Registration/decals required for all EPAMDs.
- EPAMDs must have a seat belt, a high back seat, a height requirement of at least 48 inches, and a weight limit of at least 150 lbs.
- EPAMDs must have a speed limit of 15 mph on city paths, or 15 mph on city paths, or 15 mph on city paths.
- EPAMDs must be operated with more than a single user at any time.

Pets & Paths

- Pets must be ON LEASH on Peachtree City paths.
- Make sure pets on extendable leashes do not block the path for other users. If walking a pet on a cart, put pet on the right side of cart.
- Clean up after pets. Do not let pets go into private yards adjacent to paths.
- Pet owners can be held legally and civilly liable for any injuries caused by their pet.

Golf Cart Insurance

Most homeowner insurance policies do not cover golf carts off the homeowner's property. This can be a significant liability to golf cart owners involved in accidents. Golf cart insurance is inexpensive and offered by local insurance companies. Golf cart owners can be held both civilly and criminally liable for damages or injuries caused by their carts and should immediately obtain liability insurance.

Violations

- Base fines (before court fees and state charges) for cart owners who allow underage drivers: \$250 for the 1st offense, \$500 for the 2nd offense, and \$1,000 plus loss of operating privilege for the 3rd offense.
- All other violations: \$250 for the 1st offense, \$500 for the 2nd offense, and \$1,000 plus loss of operating privilege for the 3rd offense.
- Violations include: Allowing an underage person to operate a golf cart; Operating a golf cart on a street with a speed limit greater than 35 mph; Operating a golf cart on a golf course or other private property without the owner's permission; Operating a golf cart on a path without a valid driver's license; Operating a golf cart on a path without a valid registration/decals; Operating a golf cart on a path without a valid seat belt; Operating a golf cart on a path without a valid height requirement; Operating a golf cart on a path without a valid weight limit.

If you see a violation of ordinance or law, call 911 for emergencies or 770-461-HELP for non-emergencies to have a Police Officer dispatched to the location.

Try to obtain the cart decal number whenever possible.

Numbered yellow location markers are affixed to many paths in Peachtree City. The four-digit number indicates the PATH. The number after the decimal indicates distance (1/10 mile). These markers can help emergency response locate callers.

Updated March 2019
The City of Peachtree City
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USER
SPECIFIC
GUIDELINES
&
AGE SPECIFIC
AUDIENCES

PATH GUIDE FOR MOTORIZED CARTS

PATH GUIDE FOR WALKERS & RUNNERS

PATH GUIDE FOR BICYCLES & MOVERS

PATH GUIDE FOR YOUTH

PATH GUIDE FOR YOUTH

PATH GUIDE FOR SENIORS

Content 85% for Cart Users

Content 100% for Specific Users



Encouragement Recommendations

LEVEL 3: Reducing Crash Risk. Sharing *guidelines and practices* improving path user behavior .

- **Safety Culture Community Activities.** Employ existing National programs and activities.

- National Golf Month (Cart activities) – August
- National Geocaching Day – August
- National Walk and Bike to School Day (Safe Routes to Schools) - October
- National Walk Your Dog Week – October

- ❖ ***Keep America Beautiful / Great American Cleanup – March to June***

- National Walk Week – April

- ❖ ***National Bike Month / Ride of Silence – May***

- National Bike-to-Work Day – May
- National Walking Month – May

