



Transportation Advisory Group

Paul Schultz - Chairman, Keith Larson - Vice-Chairman, Alan Reeves,
Brian Bartel, Amanda Toronto, Blake Hayes, Patrick James, Jonathan Miller

Meeting Agenda

April 22, 2025 | 6:00 PM
Community Room, 153 Willowbend Road

- 1. Call to Order**
- 2. Public Comment**
- 3. Minutes**
 - A. April 8, 2025 Minutes
- 4. Local and Regional Transportation Project Status Review**
 - A. City Paths, Bridges and Tunnels Planning and Construction
 - B. SR 54/74 Continuous Flow Intersection
 - C. Redwine Road Path Tunnel Construction
 - D. Fayette County Safe Streets and Roads For all (SS4A) 2025 Safety Action Plan
 - E. Fayette County Comprehensive Transportation Plan 2025 Update - Timeline
 - F. Atlanta Regional Commission Regional Trail Plan 2025 Update - Southern Crescent Focus
- 5. Old Agenda Items**
 - A. Multi-Use Path System Master Plan Update Recommendations - Final Review
 - B. Review of the Master Path Plan presentation to the City Council Workshop
 - C. City Ordinances Update #1 - Review of Golf Cart Registration presentation to City Council Workshop
 - D. City Ordinances Update #2 - UDO Steering Committee response to transportation "Quick Wins" for street standards, bicycle and cart/Personal Transportation Vehicle (PTV) parking, cart/PVT charging stations, and ADA accessibility.
- 6. New Agenda Items**
- 7. Upcoming TAG meetings date and time**
- 8. 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 agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

This meeting will be held in the community room.

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, April 8, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for its regular meeting on Tuesday, April 8, 2025, in the Community Room at City Hall. Chairman Paul Schultz called the meeting to order at 6 p.m. Other members present were Vice Chair Keith Larson, Amanda Toronto, and Patrick James, along with ex-officio member Public Works Director Jonathan Miller. Brian Bartal and Alan Reeves attended virtually, and Blake Hayes was absent. City Manager Justin Strickland and Assistant City Manager Christopher Hobby also attended.

Public Comment

None

Minutes

A. March 25, 2025 Transportation Advisory Group Meeting

Larson moved to approve the March 25, 2025, meeting minutes. James seconded. Motion carried unanimously.

New Agenda Items

A. Introduction of final new TAG member

This was Toronto's first meeting, so Shultz suggested everyone introduce themselves, tell why they wanted to serve on TAG, and what they would like to see accomplished.

B. Pebblepocket Park Splash Pad Design

Larson related what he had learned at the most recent meeting of the Recreation Advisory Group (RAG), where they talked about the concept for a new splash pad at Pebblepocket Park, which was called for in the Recreation Master Plan. He indicated where a designated cart parking lot would be and said there would not be car access to that. Larson also pointed out City-owned and privately-owned parking lots in the vicinity. He was concerned that people would park along the streets or on the grass if the lots were full. RAG also mentioned that at least one cart space should be compliant with the Americans with Disabilities Act (ADA).

The Recreation Master Plan suggested internal paths at the park, as well as walking paths. Bartal asked if they needed a vote of support for a path to connect across Willowbend, but Miller said that was not necessary. Larson said it would be sufficient to talk about the implications of the paths and share their thoughts with Miller.

Strickland remarked some of the things they were talking about were redundant, plus there was no funding earmarked for new paths. He saw two easy ways to get to the splash pad and said Pebblestump was safe for cart traffic. Strickland also

liked the idea of ADA cart parking. Larson said he thought the entrance off Pebblestump should remain, and Miller and Strickland agreed.

Strickland said there would be future projects at this park and would need to think more about paths and access.

Schultz asked if there was any action they should take on Pebblepocket, and they agreed there was not at this time.

Old Agenda Items

A. City Manager review of Multi-use Path System Master Plan update proposal

For the benefit of new member Toronto, Schultz and Larson explained the process TAG went through to evaluate potential paths for their draft of the Multi-Use Path Master Plan that they would present to Council, and Miller had printed out a map with project numbers.

Strickland had some questions about the path on Loring Lane proposed by TAG, saying he understood this neighborhood did not have sidewalks, but many other neighborhoods also lacked them, and they did not have paths. He suggested they move this path to World Drive; the end goal was to connect to Tyrone on World Drive at Dogwood Church.

Larson mentioned that the connection to Tyrone at Loring Lane had been closed for a time due to complaints from homeowners about speeding cars. Strickland made an argument that no pedestrian or golf cart had been struck by another vehicle. Now it was open once again to carts, and neither he nor Council had received any complaints since the re-opening.

Bartal, who lived in this area, said he had heard many comments from neighbors about the path network being disconnected in the northern part of the City. Of course, they also said they did not want a path coming through their yards.

Schultz made a motion to move this path to World Drive. Larson seconded. The motion carried 5-1, with Schultz, Larson, Toronto, Reeves, and James voting in favor, and Bartal voting against.

Strickland commented and asked questions about other proposed new paths, saying a path that connected areas that were not previously connected would probably get top priority, as would projects funded by the Special Purpose Local Option Sales Tax (SPLOST). He said TAG could include path rankings, but there were many things to be considered, so it was not guaranteed that the ranking could be taken into account. A lot of these decisions would be made by staff. Strickland and TAG went over some other recommendations, and he pointed out several that would go way down the priority list because they were not SPLOST projects or in a hazardous area.

Strickland suggested TAG give the list one final review before the presentation to Council. They needed to make sure the list and the map matched, Schultz stated. Miller remarked that his goal was to email out the current map for everyone to review, but it was difficult to get the lines in the exact place, and there were many factors that influenced path placement.

After making the corrections, they would vote to recommend that this be the plan Miller presented to Council, Schultz stated.

B. City Manager review of TAG purpose, TAG scope regarding City, County and Regional planning inputs, future projects

Schultz noted that Larson brought in information on developments in the County and in nearby communities and wondered how TAG could get access to information that might be pertinent to their work.

City Engineer Dave Borkowski was a member of the County Transportation Committee, and Councilman Clinton Holland often attended as well, as did Larson. Miller said he and Borkowski discussed these projects, but he could not see what TAG could do about them, although they could consider them in future actions. TAG was limited in what they could do about projects in other jurisdictions, he continued, as was Council. Strickland explained developments of regional impact, saying the State required a study for those, and was the only entity that could enforce requirements. Miller commented that TAG should focus on smaller projects that they could influence.

Schultz said he was fine with keeping the regional updates as an agenda item but limiting most of the meeting to Peachtree City. Strickland said the Master Plan was the big thing they needed to focus on. TAG could also discuss traffic control measures such as signals and roundabouts. Strickland commended them on the work they had done of the Path Master Plan.

C. City Ordinance Updates #1 - TAG proposals for golf cart registration decal positioning on rear of golf carts

Schultz moved to adjust the agenda to move item C to the next meeting. Larson seconded. Motion carried unanimously.

Strickland cautioned them that the tag relocation discussion could become controversial in the community. He also mentioned that it would be easier on staff to start over with printing the decals because there was some prestige attached to having a low number. Some people would not want to pay for a holder for the rear. Miller told them Council and staff could hash out the details.

Upcoming TAG meetings date and time

The next scheduled meeting was at 6 p.m. on April 22, and everyone agreed that was suitable for them, except for James.

Adjourn

Schultz moved to adjourn at 8:05 p.m. James seconded. Motion carried unanimously.

Martha Barksdale, Recording Secretary

Paul Schultz, Chairman

CITY OF PEACHTREE CITY

TRANSPORTATION ADVISORY GROUP

MEETING AGENDA ITEM MEMORANDUM

MEMO TO: Jonathan Miller, Director of Public Works

FROM: Keith Larson, TAG Vice-Chair

DATE: April 19, 2025

SUBJECT: City Paths, Bridges and Tunnels, Streets Planning and Construction

Recommendation:

The City Staff provide periodic updates on ongoing City-led transportation maintenance and improvement projects at TAG meetings and on the City Website. The TAG develops a year-long forecast of annual updates and review at meetings.

Discussion:

The TAG is charged with recommending measures to mitigate safety or traffic concerns on city-maintained roadways throughout Peachtree City, as well as locating and advising staff of potential upgrades to path transitions, crossings, tunnels, bridges, and areas for traffic calming measures.

Updates from the City Staff to the TAG on ongoing proposed project design planning, programing, and construction schedules will contribute significantly to ongoing TAG discussions and formulating any recommendations.

Specific topics to be scheduled for future TAG meetings include:

- Annual schedule of multi-use path system pavement conditions, resurfacing and construction projects
- Annual schedule of street pavement conditions and resurfacing
- Annual review of the ADA Transition Plan
- Periodic design reviews of multi-use path system bridge & path projects and street safety improvement projects
- Review of city facility community improvement project designs for transportation and safety impacts
- Review of proposed development proposals with streets, paths and parking

CITY OF PEACHTREE CITY

TRANSPORTATION ADVISORY GROUP

MEETING AGENDA ITEM MEMORANDUM

MEMO TO: Jonathan Miller, Director of Public Works
FROM: Keith Larson, TAG Vice-Chair
DATE: April 19, 2025
SUBJECT: SR 54/74 Continuous Flow Intersection

Recommendation:

The City Staff provide periodic updates on the GDOT SR 54/74 intersection improvement project at TAG meetings and also on the City Website.

Discussion:

The City Engineer's [Transportation Plans web page](#) provides the project description but no current project status reports.

“The Displaced Left Turn (DLT) project will include two right turn lanes for 74 Southbound traffic turning right onto 54 West, as well as a dedicated signal and “no right on red” for those drivers. In conjunction with the DLT project, GDOT will re-signalize the corridor. Highways 54 and 74 are state roads and the entirety of this project is funded directly by GDOT.”

The [GDOT Project Update Website](#) does not include provide status updates on construction progress and present efforts to mitigate traffic issues during construction.

Ongoing construction has significantly impacted traffic during peak periods. Residents frequently comment on traffic delays attempting to traverse the construction zone.

Most City public notices about specific actions of this project are shared through Facebook Posts, and sometimes The Slice weekly newsletter. Many residents do not use social media.

CITY OF PEACHTREE CITY

TRANSPORTATION ADVISORY GROUP

MEETING AGENDA ITEM MEMORANDUM

MEMO TO: Jonathan Miller, Director of Public Works

FROM: Keith Larson, TAG Vice-Chair

DATE: April 19, 2025

SUBJECT: Redwine Road Path Tunnel Construction

Recommendation:

The TAG shares periodic updates from Fayette County Public Works and the City's Public Works on the Starr's Mill School Tunnel 2017 SPLOST project at TAG meetings and also on the City Website.

Discussion:

Fayette County and Peachtree City in 2019 entered into an intergovernmental agreement (IGA) for the design and construction of a path along a portion of Robinson and Redwine Roads and a tunnel under Redwine Road. Redwine Road is slated to be closed during the 2025 school summer recess for the installation of the tunnel. Vehicles will be required to detour around the tunnel construction site.

General project overview is shared at the [2017 SPLOST web page](#).

The Fayette County Public Works staff shared this project status by email on April 17th.

"The contractor has returned to the southeast corner of the project for installation of the storm pipe now that AGL's contractor is clear in this area. AGL's contractor is completing their tie-in for the 4" gas main tie-in on the southwest side of the project. AT&T's contractor is onsite installing conduit for their relocation. Cable pulling and splicing is pending. WOW Communications is scheduled to relocate their pedestal near Foreston Place this week. The schedule will be re-assessed once the utility relocations are completed.

Our tentative schedule for the road closure is May 27th. Only the section of Redwine Road between Robinson Road and Foreston Place will be affected. The detour map will be provided once reviewed and approved."

CITY OF PEACHTREE CITY

TRANSPORTATION ADVISORY GROUP

MEETING AGENDA ITEM MEMORANDUM

MEMO TO: Jonathan Miller, Director of Public Works

FROM: Keith Larson, TAG Vice-Chair

DATE: April 19, 2025

SUBJECT: Fayette County Safe Streets and Roads for All (SS4A) Safety Action Plan

Recommendation:

The TAG shares periodic updates from the Fayette County Public Works and Transportation Committee to complete the Safe Streets and Roads for All (SS4A) Safety Action Plan and USDOT Implementation Award application.

Discussion:

Fayette County, Georgia, and its five municipalities of Brooks, Fayetteville, Peachtree City, Tyrone and Woolsey received a joint grant in 2023 from USDOT of \$312,000 to develop a Comprehensive Safety Action Plan. The Action Plan will build upon existing programs, including the Atlanta Regional Commission's 2022 Regional Safety Strategy, to develop a plan for significantly reducing roadway fatalities and serious injuries in our community. The project included a steering committee with key stakeholder representation, public input, safety and equity analyses, specific policies (e.g., Vision Zero, Complete Streets) and emphasis such as Safe Routes to Schools.

The contractor is slated to present the developed Safety Action Plan with safety countermeasure project recommendations at an upcoming City Council meeting, with the goal of local government approval of the plan completed by June 2025.

Fayette County Public Works has also initiated contact with local governments to discuss Implementation Award application opportunities. This includes review of all top project priorities to develop a bundle of safety projects to submit to USDOT by the end of June. Governments participating in a joint application will require an intergovernmental agreement (IGA) and commitment of local matching funds if the award is approved.

CITY OF PEACHTREE CITY

TRANSPORTATION ADVISORY GROUP

MEETING AGENDA ITEM MEMORANDUM

MEMO TO: Jonathan Miller, Director of Public Works

FROM: Keith Larson, TAG Vice-Chair

DATE: April 19, 2025

SUBJECT: Fayette County Comprehensive Transportation Plan Update - 2025

Recommendation:

The TAG shares periodic updates from the Fayette County Public Works and Transportation Committee about the 2025 Fayette County Comprehensive Transportation Plan Update.

Discussion:

The [2019 Fayette Comprehensive Transportation Plan](#) (CTP) and the companion County-wide Master Path Plan is due this year for the five-year update. The areas of emphasis for this update will be focused on areas of intense growth and development in the County, prioritized projects from the SS4A Safety Action Plan, and the Master Path Plan.

Fayette County, Georgia, and its five municipalities of Brooks, Fayetteville, Peachtree City, Tyrone and Woolsey jointly participate in the Fayette County CTP required by the Georgia Department of Community Affairs (DCA). The Atlanta Regional Commission (ARC) provides funding to support the planning process.

Fayette County Public Works leads the planning effort with a consultant aiding in data gathering and public input.

The City's inputs due this summer to the CTP planning process will include all significant forecast and programmed street projects, along with the updated Master Path Plan.

CITY OF PEACHTREE CITY

TRANSPORTATION ADVISORY GROUP

MEETING AGENDA ITEM MEMORANDUM

MEMO TO: Jonathan Miller, Director of Public Works

FROM: Keith Larson, TAG Vice-Chair

DATE: April 19, 2025

SUBJECT: ARC Regional Trail Plan 2025 Update

Recommendation:

The TAG provides periodic updates on ongoing Atlanta Regional Commission (ARC) actions for the Regional Trail Plan and Regional Trail Roundtable discussions at TAG meetings.

Discussion:

City representatives and residents have participated in ARC planning for bicycles and pedestrians since 2014. The current ARC Bike-Pedestrian Plan published in 2015–[Walk, Bike, Thrive!](#) includes a regional active transportation strategy, as well as a toolkit to help local communities across metro Atlanta become more walk-and bike-friendly.

The ARC's [Regional Active Transportation Roundtable](#) is intended to provide the opportunity to coordinate across jurisdictional boundaries and share best practices in trail planning and implementation. The Roundtable is scheduled to be hosted at Trilith Studios on September 10th. The topic will be the Fayette County Master Path Plan.

The ARC is preparing to [update the 2020 Regional Trail Vision](#), with the process slated to begin in the fall of 2025, and conclude by early 2027. The focus will be to update the Regional Active Transportation Inventory and include assembly of local government programmed and planned trail and path projects. This update will focus on assessment of Coweta, Fayette, Clayton and Henry County to further identify and refine regionally significant trail connections in the Southern Crescent region of Atlanta. These regionally significant designations can lead to ARC scoring and allocation of future Transportation Improvement Program (TIP) funding after FY27 as it has in recent years for the Silver Comet, the Beltline and the Flint River Trail projects. The key to achieving long range

TIP funding success for Peachtree City projects is active participation in the planning process.



Peachtree City Multi-Use Path System Master Plan

Peachtree City Boundary

Master Plan MultiUse Path

Complete; Existing

In Progress

2022 Proposed Master Plan

Proposed Bridge

Lakes

2025 TAG Group Proposed Internal Park Path

2025 TAG Group Proposed HAWK Signal

2025 TAG Group Proposed Paths

2025 TAG Group Proposed Bridge

1 inch=1,500 feet

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2025 MASTER PATH PLAN UPDATE - PATH PROJECTS

In Progress	Rec Master Plan	Safety Project
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Project #	PATH Project_Name	Update Notes	Comments
2	N. Peachtree Pkwy - North Hill	SPLOST17 project # 10	In-progress; design
4	N. P'tree Pkwy/ boat docks	Proposed	Existing parking lot in use
5	N. Peachtree Pkwy - Parkway Dr	SP17 # 19	In-progress; design
6	Smokerise Pt (Ph I) White Springs LN	Proposed	Creates continous sidepath
7	Smokerise Pt (Ph II) Ashley WY to Sumner Rd	Proposed	Creates continous sidepath
8	Sumner Road	ImpactFees/SPLOST23	In-progress; design
10	SR 54 E (Phase II)	SP17 # 8	In-progress; design, requires GDOT ROW approval
11	SR 54 E (Phase I)	SP17 # 8	In-progress; design, requires GDOT ROW approval
12	Prime Point - Sidepath	Proposed	McIntosh HS and new SR54 bridge crossing

13	Stevens Entry	Proposed	Creates coninuous sidepath
17	Willow Rd	Proposed	Connect neighborhood
21	Crosstown Business Park	Proposed	Crosstown RD thru to Police Station
27	S. Peachtree Pkwy (Phase I)	Proposed	Braelinn Village Center connection
30	S. Peachtree Pkwy (Phase II)	Proposed	Connects to unbuilt County side path
31	Redwine Road (Phase II)	County SPLOST/IGA	In progress; construction
31	Redwine Road (Phase II)	County SPLOST/IGA	In progress; construction
32	Redwine Road (Phase I)	County SPLOST/IGA	In progress; construction
34	Robinson Road (Holly Grove Rd connection)	County SPLOST/IGA	In progress; construction
35	Holly Grove Road	Proposed	Continuous path on one side of the road
36	SR 74 S/Mill Farms connection	Proposed	Connects isolated lots along SR74
37	SR 74 S/ South Fire Station - Mill Ponds	Proposed - SP17 #24 Design	In progress; design

40	Flat Creek to SR 74 (to Sany Way)	Proposed	No SR74 crossing at this location
41	SR 74 South (Phase I) Cooper Cir to SR74 S PAC Tunnel	Proposed	GDOT ROW
42	SR 74 South (Phase II) Dividend to Cooper Cir	Proposed	GDOT ROW
43	Dividend Drive South - TDK BLD to SR 74	Proposed	Current Bike Lanes
45	TDK Blvd (Phase I) SR74 to Dividend	Proposed	CSX rail bridge
46	TDK Blvd (Phase II) Dividend to Lake McIntosh	Proposed	Dividend to Lake McIntosh Dam Park
47	Dividend Drive North	Proposed	Current Bike Lanes
48	Paschall Rd	SP17 #48	In progress; design, requires CSX approval
49	Peachtree Villas	Proposed	Senior Housing
50	Huddleston Road	SP17 # 17	In progress; design, with sewage line construction
54	SR 54 W gateway bridge connection	Proposed	Connect to MacDuff tunnel

59	Senoia Road - SR74 to Saranac	Proposed	Connect to businesses
62	Kensington Garden	2023 PTC Planning Commission	Developer required path segment
63	SR 54 West	2024 PTC Planning Commission	Developer required path segment to Magnolia
64	Flat Creek Rd - Peachtree Pkwy to Flat Creek Country Club	Proposed	Creates continous sidepath
65	MacDuff Pkwy - Chadsworth to American	Proposed	Creates continous sidepath
66	Kelly DR - Spillway dam to Hip Pocket	Proposed	Creates continous sidepath
67	Kelly DR HAWK - path crossing at Dam	Proposed - 2025 Fayette Co Safety Action Plan	SS4A Path Safety project
68	MacDuff Pkwy HAWK - path crossing	Proposed	Safety project high volume - mid street
69	World Drive to Tyrone	Proposed	Connect using GDOT old Tinsley Mill Rd ROW
70	Jim Mead Memorial Park	Proposed - 2025 Recreation Master Plan	Connect to SR74 path & tunnel, sports fields
71	McIntosh HS Back Lot to Prime Point	Proposed	School to new SR54 crossover bridge
72	Lexington Cir connect to Walt Banks Road	Proposed	School & shopping high volume traffic

73	SR 74 South (Phase III) Kelly Dr to Widget Dr	Proposed	GDOT ROW replacing sidewalk
74	Somerby Woods NA Connection	Proposed - 2025 Recreation Master Plan	New public access and path to Nature Area
75	Braelinn Recreation Complex	Proposed - 2025 Recreation Master Plan	Internal park paths
76	Rockaway Pickleball Complex	Proposed - 2025 Recreation Master Plan	Internal park paths
77	Pebblepocket Park	Proposed - 2025 Recreation Master Plan	Internal park paths
78	Battery Way Park	Proposed - 2025 Recreation Master Plan	Internal park paths
79	Kelly Drive Park	Proposed - 2025 Recreation Master Plan	Internal park paths
80	Glenlock Recreation Complex	Proposed - 2025 Recreation Master Plan	Internal park paths
81	McIntosh Trail Recreation Complex	Proposed - 2025 Recreation Master Plan	Internal park paths
82	Luther Glass Pond Park	Proposed - 2025 Recreation Master Plan	Internal park paths
83	Riley Field Complex	Proposed - 2025 Recreation Master Plan	Park path to Peachtree Elementary School
84	Crosstown Path Relocation	Proposed -SP23 #22	Regions Bank connection, ADA slope

85	Mead Field DR to Line Creek	Proposed	Regional Path Connection to Senoia
86	Lake McIntosh Dam Paths	Proposed	Regional connection, Fayette Co Dam Bridge
87	Stoneybrook Plantation - Mickleton LN to Stonington Dr.	Proposed	Stoneybrook HOA ROW
88	Gittings Ave connection	Proposed	City ROW to Turnbridge neighborhood
91	SR 54 West	Proposed	Regional Connection
92	Smokerise Trace to Loring LN	Proposed	Smokerise HOA ROW
None	Mill Farms - North connections	2023 PTC Planning Commission	Developer required path segment to #31
None	Mill Farms - South connections	2023 PTC Planning Commission	Developer required path segment to #37

2025 MASTER PATH PLAN UPDATE - BRIDGE PROJECTS

Project_Numbe	BRIDGE Project_Name	Update Notes	Comments
9	SR 54 E - Lexington Village Bridge	SP23 #30	In-progress; design, near Robinson RD
1	SR 74 N - North Gateway Bridge	Proposed	North of Crabapple Lane to World Drive
89	SR54 E - East Gateway Bridge	Proposed. 2024 PTC Planning Commission	SR54 West approved site plan for ROW.
90	SR 74 S - Crosstown Bridge	Proposed	SP17 #24- Feasibility Study. Two options South of Crosstown RD.

2025 MASTER PATH PLAN UPDATE - TUNNEL PROJECTS

Project_Numbe	TUNNEL Project_Name	Update Notes	Comments
TBD	Crosstown Tunnel Replacement	Proposed; SP23 #28	Shortest Tunnel - Behind Crosstown Grille
TBD	Crosstown Tunnel Approaches	Propoed; SP23 #28	South side - Arbor Terrace
TBD	Luther Glass Tunnel Approaches	Proposed; - SP23 #28	East side - Luther Glass
TBD	Crosstown Dr Tunnel Approaches	Proposed; - SP23 #28	Near Rockspray



Peachtree City Master Path Plan 2025 Update

Presented by _____

TAG Vice-Chair Keith Larson

Public Works Director Jonathan Miller

Transportation Advisory Group

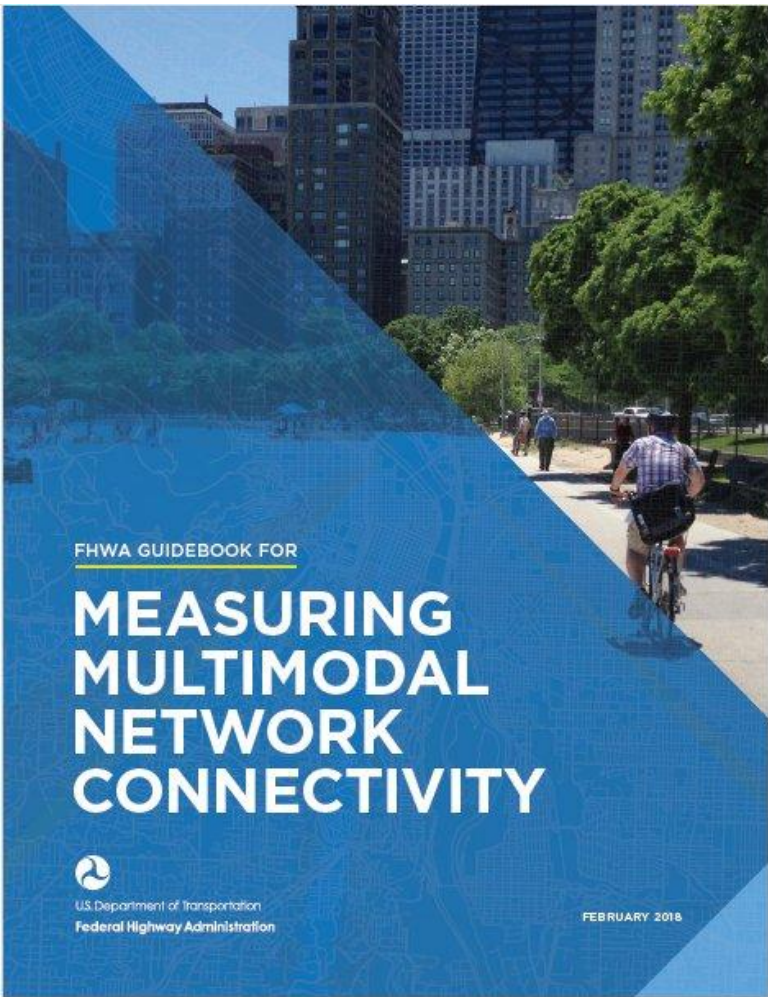
Background

Mission: The TAG will develop a proposed Master Path Plan update including identifying multi-use path segments, bridge and tunnel projects by June 2025.

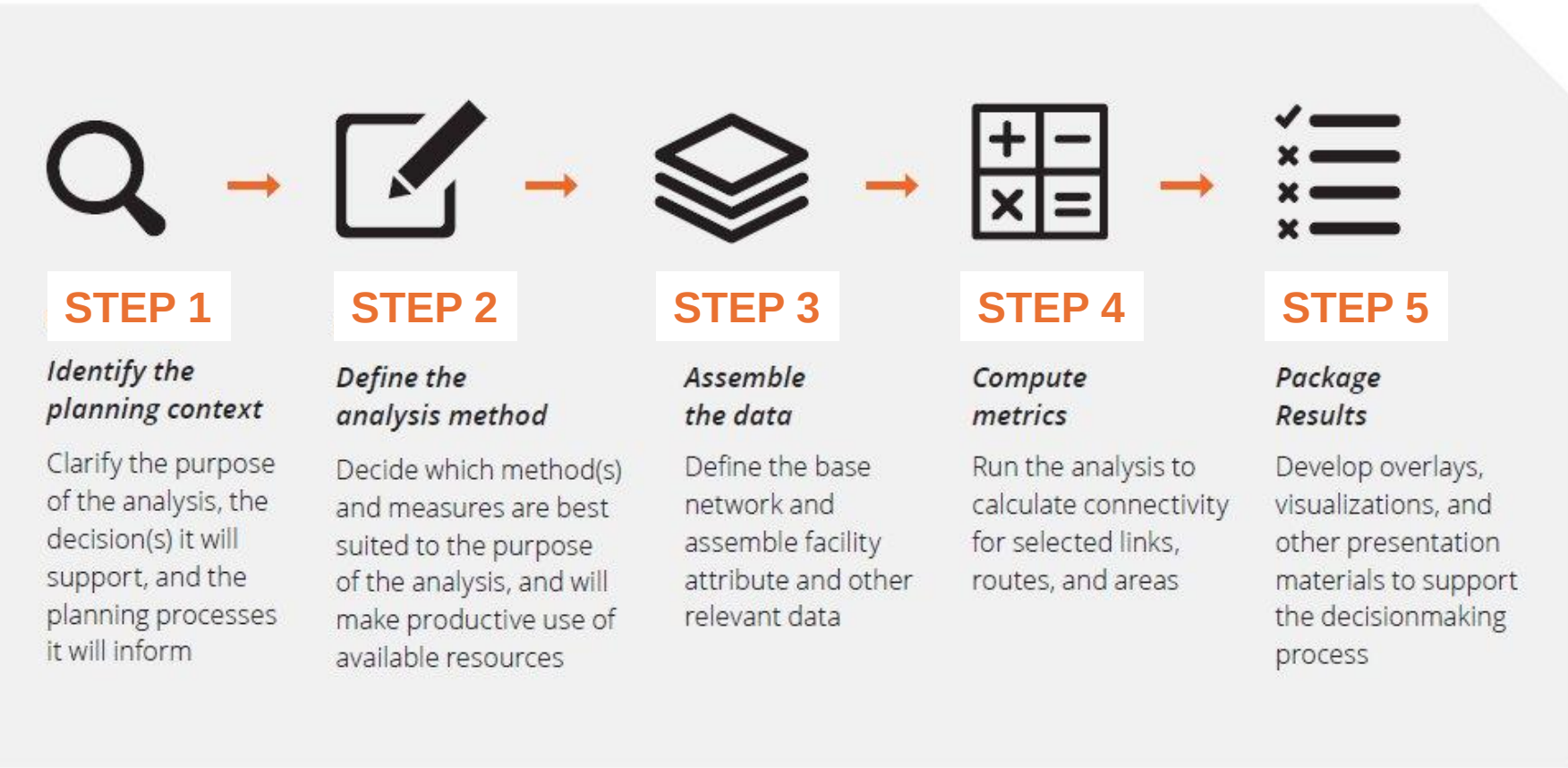
TAG Assigned Project: Conduct an annual review with staff regarding changes, additions or deletions to the Path System Master Plan with the final adoption being the responsibility of the city council.

TAG Facts and Assumptions:

- The Master Path Plan was last updated in 2022.
- The current Comprehensive Plan provides path planning guidance.
- Traffic Safety considerations are embedded in each path project proposal.
- The evaluation method should be defined, recorded and repeatable by others over time.
- Consider regional path connection opportunities.



Steps of the Connectivity Analysis Process



FHWA - *The Guidebook for Measuring Multimodal Network Connectivity* is a **best practices guide** for transportation planners and analysts on the application of analysis methods and measures to support transportation planning and programming decisions.

1. Identify the Planning Context – Current Community Vision

2022 Peachtree City Comprehensive Plan Update

Public input to “**What Do You Love Most About Peachtree City?**”

1

Path System

This singularly unique amenity is highly treasured by Peachtree City citizens.

Policies to main, enhance and expand the system are included in the Comprehensive Plan.

1. Identify the Planning Context – Current Community Vision

2022 Peachtree City Comprehensive Plan Update

Land Use & Development Patterns

“A Village is the residential area surrounding a Village Center. It consists of a variety of neighborhoods with varying home types and lot sizes, all with easy access to greenspace and the multi-use path system.”

“The Village Center is a place of high pedestrian activity where a diversity of land uses are located near one another so that a person may reach all their daily needs within a 15-minute walk. Uses include shopping, employment, living, education, healthcare, worship, entertainment, parks and greenspace - all connected via a network of local streets and the multi-use path system.”

“Outside of the Village Center, residential densities... All of the uses should be connected via greenbelts and multi-use paths.” **Future Land Use Map**

1. Identify the Planning Context – Current Community Vision

2022 Peachtree City Comprehensive Plan Update

Transportation Planning Policies

- Require the construction of planned paths and roads in new developments and redevelopments
- Encourage alternative modes such as walking, bicycling, and low-speed carts by providing a comprehensive system of multi-use paths and facilities connection all the villages and residential areas in the City

Transportation Planning Implementation Strategies

- Perform a gap analysis on parcels without access to current of planned path system. Update Master Path Plan

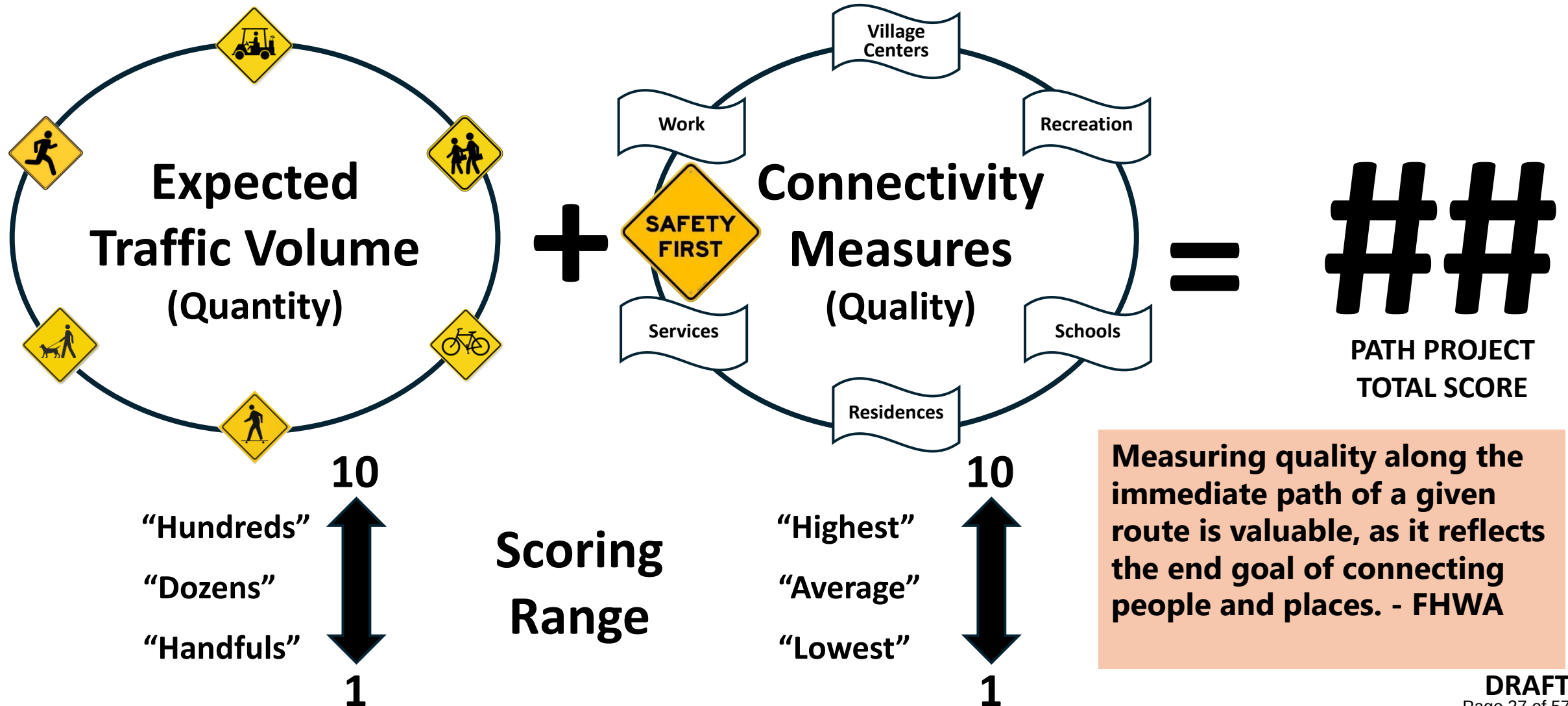
Infrastructure & Broadband Implementation Strategies

- Continue to expand multi-use path system as outlined in the Master Path Plan

2. Define the analysis method

Multi-Criteria Decision Making (MCDM) Selection

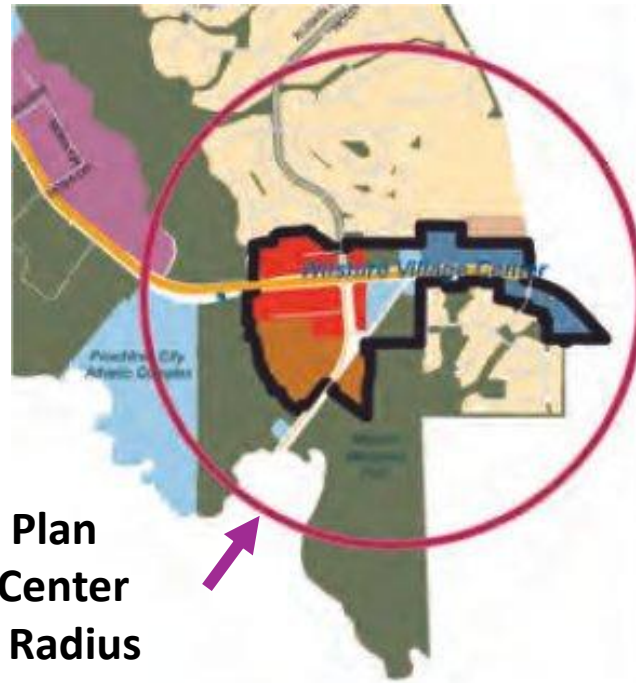
This Connectivity Analysis will rank in value path projects measured by expected use and access to destinations



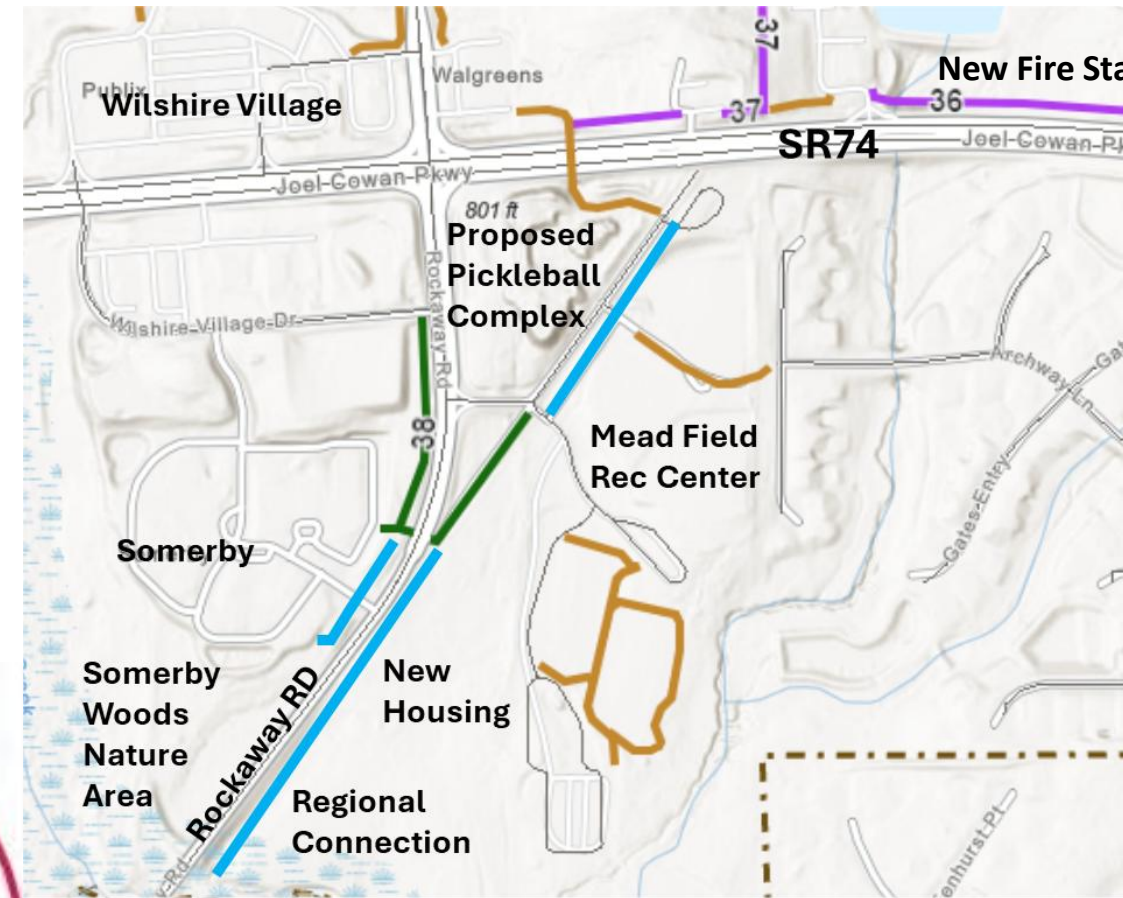
3. Assemble the data

Path Network Data Sources for Evaluation

- 2022 Master Path Plan map
- 2024 Path Project Status Roster
- 2022 Comprehensive Plan
- 2022 Future Land Use Map
- 2024 Recreation Master Plan
- Approved Development Plans
- Gap Observations and Analysis
- STRAVA Heat Map
- **Community Discussions**



Future Land Use Plan Wilshire Village Center 15-Minute Walk Radius



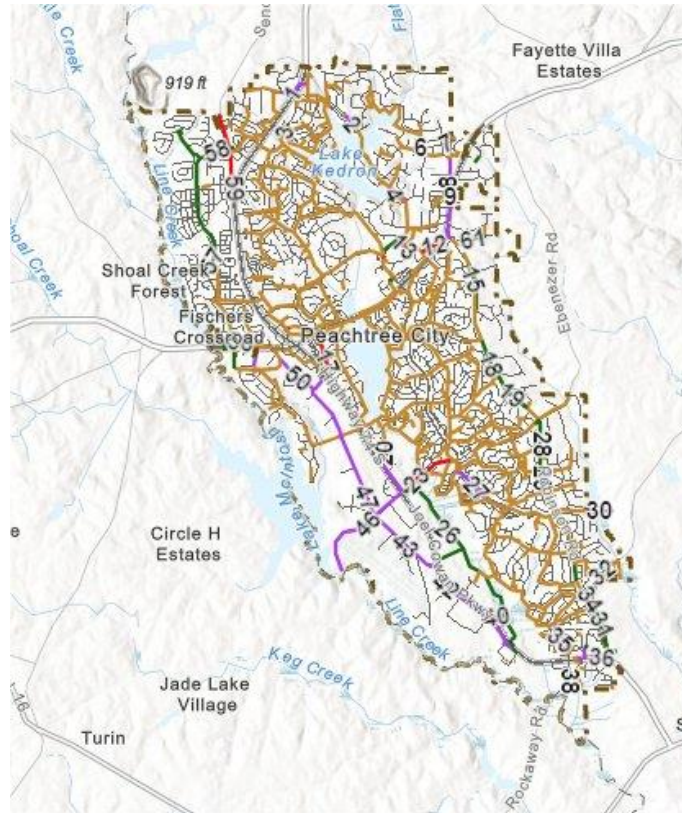
**Sample from the current Master Path Plan
with current and candidate new path
projects highlighted in blue**

4. Compute metrics & 5. Package Results

The TAG conducted a group assessment at meetings with Staff between January-April of the previous path project rosters and notes using the **Multi-Criteria Decision Making (MCDM) Selection Matrix** to rank and identify changes, additions or deletions.



Proposed rosters of
path, bridge and
tunnel projects



Updated Master Path Plan Map



Presentation to
City Council

Way Ahead

- Council discussion, review and approval for planning purposes
- Annual budget resourcing and project execution
- City website and GIS map update(s)

Regional Planning Impacts

- 2025 Fayette County Comprehensive Transportation Plan Update
- 2025 Atlanta Regional Commission Regional Trail Vision Update
 - GIS data update of completed path infrastructure
 - GIS data update of planned projects
 - Summary of programmed projects
 - Regional Trail Roundtable Meeting at Trilith, September 10th
 - Future designation of several Peachtree City projects as “regionally significant”
 - FY27+ ARC allocations of Transportation Improvement Program (TIP) funding



Peachtree City Golf Cart Registration Review

Presented by _____

TAG Vice-Chair Keith Larson

Public Works Director Jonathan Miller

Transportation Advisory Group

Purpose

Discuss and recommend a potential new decal location
& implementation strategy for golf carts

City Manager Initial Tasks to the TAG
October 8, 2024

Current Situation

- Many residents continue to complain of multi-use path system safety issues and crashes that cannot be investigated due to location of registration decals on the side of carts fleeing the scene.
- The 2021 Multi-Use Path System Advisory Group (MUPSAG) recommended moving cart decals to front and rear.
- 2022-2023 City Code Enforcement experimented with front/rear decals mounted on license plates
- City Council interest in reviewing cart decal registration requirements.

TAG Review of Cart Decal Requirements

Recommendations

- Summary
- Validation of Need

Requirements Review

- Current City Ordinance
- Georgia Code Authority
- Other States Registration Requirements & Examples
- Other Georgia City or County Requirements

Implementation Strategy

TAG Recommendations

Update Motorized Cart Registration Requirements

- Reduce from two decals to one plate displayed on rear of cart
- Implement in 2026 with next registration cycle

Validation of Need

- Consensus changing the location of decals to the rear only, based also on discussions with other community residents
- Matches Georgia standard for all motorized vehicles
- Common sense response to encourage safe path behaviors; enhance incident response and crash investigation capacity

Current City Ordinance

ARTICLE III. - MOTORIZED CARTS

Sec. 78-91. - Findings; definition.

Motorized cart means every motor vehicle having no less than three wheels and an unladen weight of 1,300 pounds or less and which cannot operate at more than 20 miles per hour.

Sec. 78-92. - Registration/decal/transfer requirements.

(a) *Motorized carts*. It shall be the duty of every owner of an electric or gasoline-powered *motorized cart* that is operated over the recreation paths and streets and those areas accessible by the public within the corporate limits of the city to register the *cart* with the city within ten business days of the date of purchase. Two numerical decals shall be issued upon registration; and a record of each motorized cart number, along with the name and address of the owner, shall be maintained by the finance division. The decals must be affixed to the sides of the *cart* in such a manner as to be fully visible at all times. The failure to have a current registration and decal on a motorized cart shall be a violation of this section and subject the owner of such cart to the penalties set forth in section 1-11.

Georgia Code

2024 CODE OF GEORGIA

Title 40 - MOTOR VEHICLES AND TRAFFIC (§§ 40-1-1 — 40-16-8)

Chapter 6 - UNIFORM RULES OF THE ROAD (§§ 40-6-1 — 40-6-397)

Article 13 - SPECIAL PROVISIONS FOR CERTAIN VEHICLES (§§ 40-6-290 — 40-6-369.1)

Part 3 - **PERSONAL TRANSPORTATION VEHICLES** (§§ 40-6-330 — 40-6-331)

Section 40-6-331 - Designated areas of operation; PTV licensing requirements and operating standards; signage; use by a commercial delivery company

GA Code § 40-6-331 (2024) Excerpts:

(b) Local authority ordinances may establish operating standards but shall not require PTVs to meet any requirements of general law as to registration, inspection, certificate of title, or licensing; provided, however, that a local authority may, by ordinance, require the local registration and licensing of PTVs operated within its boundaries at least once every five years for a fee not to exceed \$15.00.

[Further exempts golf courses & course rentals, **does not specify display of plate or decal**]

State Review of Cart/PTV Registration Requirements

All 50 States have operational definitions & restrictions

- Some also allow local governments to permit for street use
- 14 further define carts with Low Speed Vehicles category

At least 7 States have unique or specific license display requirements

- Alabama – Plate
- California – Plate
- Florida – Plate
- Georgia – NOT SPECIFIED
- Louisiana – Decal
- New Hampshire – Decal
- South Carolina – Plate
- Texas – Plate

Bottom Line: It's not an impossible requirement to implement locally

Example Cart License Plates



Other Georgia PTV Registrations with Decal Locations

LOCAL DECAL STANDARDS

- Brooks - No Ordinance
- Fayette County - Not Specified
- Fayetteville - Not Specified
- Peachtree City - Both Sides
- Senoia - Both Sides
- Tyrone - Not Specified

IMPACT OF CHANGE

City would be the 1st in Georgia
Other communities may follow
Peachtree City lead

OTHER GA CITIES *

- Augusta - Drivers Side
- Canton - Sides or Windshield
- Carrollton - Front Windshield
- Glynn County - Driver Side
- Griffin - On Each Side
- Milton - Driver Side
- Monroe County - Not Specified
- Perry - Not Specified
- Rome - Left Rear
- Roswell - Not Specified
- Woodstock - Driver Side Rear Fender

*Note: All other municipalities are using now PTV term to describe motorized carts since the Georgia Code was amended by 2014 Ga. Laws 629,§ 10, eff. 7/1/2014.

Implementation Strategy

- City Council guidance for developing options
- Budget impact assessment: City Staff completes cost analysis and prepares options for new decals or license plates
- Ordinance Revision: City Staff prepares proposed updates
- After Council Approval:
 - 2026 registration materials preparation
 - New license plate production
 - Local dealer materials
 - Public affairs on the change and sharing installation instructions

BACKGROUND REFERENCES

Cart License Plate Options

Bolt-On License Plate Holder:

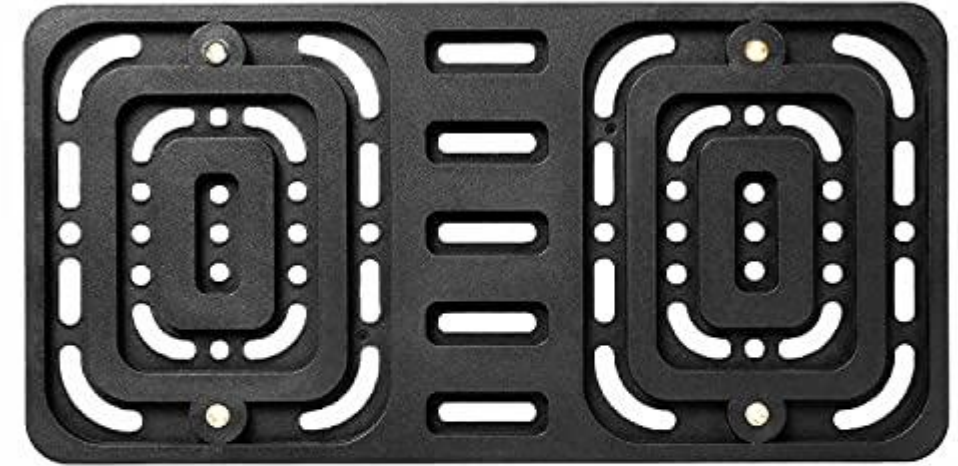
This type is bolted directly onto the back of your golf cart and provides the most secure and sturdy option.

Magnetic License Plate Holder:

Uses strong magnets to attach the license plate to your golf cart. It is easy to install and remove.

Clamp-On License Plate Holder:

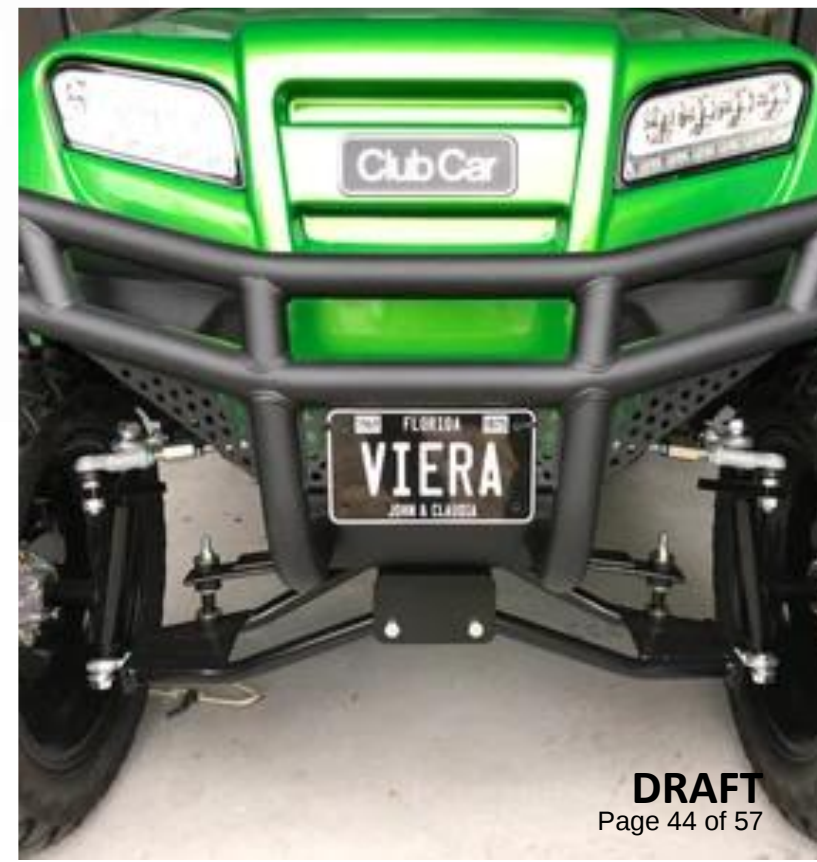
Clamps used to attach the license plate holder to your golf cart. It is versatile and can be easily adjusted for different sizes of plates.



Example Bolt-On Plate Kit



Example Bolt On Plates with Lights





Example Light Kits



Historic Background

Prior to 1973:

- Any operator of a golf cart or motorized cart intending to drive on any Georgia local streets or roads was required to register and was considered as a motor vehicle, to include obtaining a title, tags, proof of insurance and safety inspection.
- Paths in Peachtree City were designated as bicycle trails and prohibited cart operation to comply with the Georgia Code.

1973 Georgia Assembly:

- Revised the Georgia Code to drop state level registration, tags, proof of insurance and safety inspection for motorized carts.
- Allowed local governments to designate local streets and roads for cart use.

Peachtree City Ordinance Review

July 1973 City Ordinance:

- City Council adopts the revised State Uniform Traffic Code.
- All local city streets considered safe for use of motorized carts
- Crossing of State Highways prohibited

April 1977 City Ordinance Revision:

- Required annual registration of carts for a \$1.00 fee for which a numbered decal will be affixed to the cart in a prominent and uniform position on the vehicle for identification purposes.
- Registration also required a safety inspection and proof of liability insurance.

June 1977 City Ordinance Revision:

- The April 1977 changes were rescinded, to include local registration.

Peachtree City Ordinance Review

May 1993 City Ordinance:

- All golf carts must be registered.
- \$10.00 fee includes two decals.
- \$5.00 transfer fee
- Date of required registration to start September 1, 1993
- Requiring liability insurance considered but not adopted due to senior residents not having driver's licenses.

1994 City Ordinance:

- LSMV added to permitted path users, provide that the vehicle is operated only in a mode or other restriction which does not allow the vehicle to exceed 20 miles per hour.
- Un-registered LSMV prohibited.

Peachtree City Ordinance Review

2002 Georgia Assembly:

- 40-6-331. Local ordinances shall not require motorized carts to meet any requirements of general law as to registration, inspection, or licensing; provided however that a local governing authority may, by ordinance, require the registration and licensing of such carts operated within its boundaries for a fee not to exceed \$15.00.
- Does not apply to carts owned by golf courses, country clubs or other such organized entities available to the public on a rental basis.

Peachtree City Ordinance Review

September 2005 City Ordinance:

- Registration/transfer requirements update effective 2006.
- Every electric or motorized cart must be registered. Two numerical decals shall be issued upon registration. The decals must be affixed to the sides of the cart in such a manner as to be fully visible at all times.
- Resident Fee \$12. Registration periods shall occur every five (5) years.
- Non-Resident Fee. Annual registration/user fee \$60.
- Transfers. \$5.
- Special events may be waived registration.
- Rental carts. Each establishment renting carts shall be required to register each such rental cart.
- LSMV. Must be legally registered according to Georgia Code.

Peachtree City Ordinance Review

September 2017 City Ordinance:

(1) Registration fee. The registration fee shall be \$15.00 per year for each cart. Registered carts shall display the required numbered decal issued by the finance division.

(2) Nonresident user fee. In addition to the registration fee, an annual path system user fee shall be established by the mayor and city council and be charged for each cart registered by nonresidents of the city. The nonresident fee is due by January 31 each year and shall be paid annually until such time as the cart is released and decals are returned to the city.

Peachtree City Ordinance Review

September 2017 City Ordinance:

(3) Assessment and proration of fees.

a. Resident registration fees shall be assessed as follows:

1. Registration year: \$45.00 (for the subsequent three-calendar year period);
2. Year 1 - \$45.00 (\$30.00 on or after July 1);
3. Year 2 - \$30.00 (\$15.00 on or after July 1);
4. Year 3/new registration year - \$15.00 (\$45.00 for subsequent three-year period after registration renewals commence).

b. Nonresident fees shall be assessed annually and shall be due by January 31 of the calendar year covered. The nonresident fee shall be prorated for carts purchased after January 31 of the first calendar year of ownership as follows:

1. Registration on or after April 1 - 75 percent;
2. Registration on or after July 1 - 50 percent;
3. Registration on or after October 1 - 25 percent.

Georgia Code

2024 CODE OF GEORGIA

Title 40 - MOTOR VEHICLES AND TRAFFIC (§§ 40-1-1 — 40-16-8)

Chapter 1 - IDENTIFICATION AND REGULATION (§§ 40-1-1 — 40-1-231)

Article 1 - GENERAL PROVISIONS (§§ 40-1-1 — 40-1-9)

Section 40-1-1 - Definitions

GA Code § 40-1-1 (2024)

(17.3) "Golf car" or "golf cart" means any motorized vehicle designed for the purpose and exclusive use of conveying one or more persons and equipment to play the game of golf in an area designated as a golf course. For such a vehicle to be considered a golf car or golf cart, its average speed shall be less than 15 miles per hour (24 kilometers per hour) on a level road surface with a 0.5 percent grade (0.3 degree) comprising a straight course composed of a concrete or asphalt surface that is dry and free from loose material or surface contamination with a minimum coefficient of friction of 0.8 between tire and surface.

Georgia Code

2024 CODE OF GEORGIA

Title 40 - MOTOR VEHICLES AND TRAFFIC (§§ 40-1-1 — 40-16-8)

Chapter 1 - IDENTIFICATION AND REGULATION (§§ 40-1-1 — 40-1-231)

Article 1 - GENERAL PROVISIONS (§§ 40-1-1 — 40-1-9)

Section 40-1-1 - Definitions

GA Code § 40-1-1 (2024)

(43.4) "Personal transportation vehicle" or "PTV" means:

(A) Any motor vehicle having no fewer than three wheels and an unladen weight of 1,300 pounds or less and which cannot operate at more than 20 miles per hour if such vehicle was authorized to operate on local roads by a local authority prior to January 1, 2012. Such vehicles may also be referred to as "motorized carts" in such local ordinances;

Georgia Code

2024 CODE OF GEORGIA

Title 40 - MOTOR VEHICLES AND TRAFFIC (§§ 40-1-1 — 40-16-8)

Chapter 6 - UNIFORM RULES OF THE ROAD (§§ 40-6-1 — 40-6-397)

Article 13 - SPECIAL PROVISIONS FOR CERTAIN VEHICLES (§§ 40-6-290 — 40-6-369.1)

Part 3 - PERSONAL TRANSPORTATION VEHICLES (§§ 40-6-330 — 40-6-331)

Section 40-6-331 - Designated areas of operation; PTV licensing requirements and operating standards; signage; use by a commercial delivery company

GA Code § 40-6-331 (2024) Excerpts:

(e)(2) Any commercial delivery company utilizing PTVs under this subsection shall remit a \$50.00 fee every five years to each local authority where a PTV is operated along with a signed statement that such commercial delivery company operates PTVs within the jurisdiction of such local authority.

Transportation Advisory Group
Peachtree City, Georgia

April 14, 2025

Subject: UDO “Quick Wins” – Identifying Potential Transportation-Related Code Updates

The UDO Steering Committee has stated in previous meetings that they are seeking to identify and promote “Quick Wins” for updating the City ordinances that will provide immediate benefit and assistance to the Planning Commission, developers and the community. They also were inviting others to provide volunteer assistance with their “Quick Wins” proposals.

The Transportation Advisory Group (TAG) discussed the ongoing UDO process at our March 25th meeting. Several members expressed interest in supporting the UDO “Quick Wins” project to establish community design standards for alternative mode vehicles, including bicycles and carts/personal transportation vehicles (PVT).

The following passages of the City development ordinance could be considered for this “Quick Wins” update. The specifics for each standard could be further discussed and reviewed at future TAG meetings prior to transmission to the UDO Steering Committee for their consideration.

APPENDIX A - ZONING

ARTICLE VIII. - REQUIREMENTS FOR STREETS AND OTHER RIGHTS-OF-WAY

Sec. 803. - Design/construction standards.

RECOMMENDATION: Include specific citation of recently published standards which are now being followed by the City.

GDOT Design Manual Chapter 9 - Complete Streets

U.S. Access Board Public Right-of-Way Accessibility Guidance

ARTICLE IX. - GENERAL PROVISIONS

Sec. 909. - Off-street automobile parking requirements.

(909.1) Parking space size.

RECOMMENDATION: Add standard parking space dimensions for all vehicles, bicycles, personal transport vehicles (PTV), dimensions for electric vehicle (EV) and PTV charging spaces. Include ADA accessibility designs.

Existing PTC Ordinance – which applies only to Sec. 1004A. - Property rezoned to GR.

(1004A.2.3) Other requirements.

7. A minimum of one parking space shall be provided for each residential unit within the development. The parking area shall be designed in accordance with city specifications. Vehicular parking spaces shall

Subject: UDO “Quick Wins” – Identifying Potential Transportation-Related Code Updates

measure no less than 9' × 18' and golf cart parking spaces shall measure no less than 6' × 10'.

(909.3) Schedule of minimum off-street parking requirements.

RECOMMENDATION: Propose table with incentives/trade-offs of installing minimum short and long-term (sheltered) bicycle and PTV parking spaces for vehicle spaces at the following locations:

- >Public, civic and institutional
- >Eating establishments
- >Indoor recreation/entertainment
- >Outdoor recreation
- >Office
- >Retail sales and service
- >Light Industrial
- >General Industrial

(909.x) Electric charging stations.

RECOMMENDATION: specify standards for PVT and EV by charging classification, size, safety, ADA accessibility guidelines and any stand-off distance from structures.

Existing PTC Ordinance for PVT limited to a single development- see (1006D.2.2) Conditions of approval.

7.The applicant shall work with city staff to identify locations for golf cart parking and associated charging stations, both of which shall be located within close proximity to the entrance to the store and identified on the conceptual site plan submittal. No less than four golf cart charging stations and/or outlets for charging golf carts shall be provided in close proximity to these parking spaces.

Existing EV charging station at the Avenue includes an ADA designated space.

APPENDIX B - LAND DEVELOPMENT

ARTICLE XI. - VEGETATION PROTECTION AND LANDSCAPE REQUIREMENTS

DIVISION 3. - PARKING LOT DESIGN STANDARDS AND LANDSCAPING

REQUIREMENTS FOR RETAIL, COMMERCIAL AND INDUSTRIAL PROPERTIES

Sec. 1108. - Parking lot design standards.

RECOMMENDATION: Remove redundant passages to APPENDIX A describing parking lot design vehicle spaces and move to APPENDIX B. Limit this section to only landscaping.