



Transportation Advisory Group

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

Meeting Agenda

June 10, 2025 | 6:00 PM

Community Room, 153 Willowbend Road

- 1. Call to Order**
- 2. Public Comment**
- 3. Minutes**
 - A. May 27, 2025 Minutes
- 4. Local and Regional Transportation Project Status Review**
- 5. Old Agenda Items**
 - A. City Ordinance #1 - Golf Cart Registration Location Discussion - Results from City Council Meeting
 - B. Golf Cart Parking Space Size, ADA-Compliant Cart Parking Space Size and Ratio of Cart Parking to Vehicle Parking Spaces and Who Should Do This Work
 - C. Recommendation on Location of Bicycle Racks at City Facilities
 - D. Annual Calendar of TAG Review Activities
- 6. New Agenda Items**
 - A. Southside Cycling Club (SSCC) Bicycle Repair Stand Donation Review
- 7. Upcoming TAG meetings date and time**
 - A. June 24, 2025
 - B. July 8, 2025
- 8. Adjourn**

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Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, May 27, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for its regular meeting on Tuesday, May 27, 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, Patrick James, Alan Reeves, Amanda Toronto, and Blake Hayes, along with ex-officio member Public Works Director Jonathan Miller. Brian Bartal was absent. Assistant Public Works Director DeMarcus Hunter and Assistant City Manager Chris Hobby also attended, while City Councilman Clinton Holland and City Manager Justin Strickland were present for portions of the meeting.

Public Comment

None

Minutes

A. May 13, 2025 Minutes

Larson moved to approve the May 13, 2025, meeting minutes. Reeves seconded. Motion carried unanimously.

Local and Regional Transportation Project Status Review

Larson and Hayes discussed Gov. Brian Kemp's veto of House Bill 308 that would have legalized Kei cars. Hayes stated that the veto was not because of the miniaturized vehicles but because an unrelated section on street racing was added to the bill.

City Council had been briefed on the County's Safe Streets for All Action Plan, but Larson noted that they had not held a vote to adopt it. Peachtree City would be submitting an implementation grant application for funding for the bridge over SR 54 near Publix. Larson said he would send TAG members the parts of the action plan that related to Peachtree City. Staff was looking at signalized crossings at Kelly Drive and on North Peachtree Parkway at Peninsula Drive.

Old Agenda Items

A. Multi-Use Path System Master Plan Council Review - conclusion

Schultz reported that he, Larson, and Hayes made a presentation to Council on the master path plan update, and Council voted to adopt it. Reeves asked about wider paths, such as had been done along Aberdeen Parkway, and Miller said the ordinance called for them, but there was a backlash from the public about tree removal so they had been instructed to back off. Miller said it would be decided on a case by case basis going forward.

B. City Ordinance Update #1- Golf Cart Registration Location Discussion

Larson said the City Manager had requested they send him a proposal for the June 5 Council workshop. After saying this was spurred by public perception that the

present system of required decals on the side made it difficult to get a registration number during an incident, Larson gave a short presentation that covered what other states and nearby cities did about cart tags and decals and showed possible placements of decals on the front and back.

Toronto said she asked 12 people their opinions, and 11 wanted decals only on the rear. She mentioned that some carts did not have windshields. Reeves asked why they should not use the front and back. The City already printed two decals per cart, so there would not be any additional cost. Larson noted that all carts were supposed to have windshields according to the ordinance. A windshield was the one location that would not be obscured by a rain cover. Windshield placement would not interfere with the vanity plates some people had on their carts. James said he felt most conflicts with carts were head-on, so the front decals would be easier to spot.

Schultz believed having the decals on both the front and the rear would have the most impact. He said most carts had spots on the rear where a decal could be placed.

The recommendation did not have to be too prescriptive, Hayes remarked; it could just say the decals had to be on the front and back. Reeves said it might be a positive thing to give people some leeway. Hayes had previously talked about having a distance requirement, such as saying the decal had to be visible from a certain distance, but Larson said they might be digging in too deep. Council and staff could provide the specifics, if they desired.

Holland added that other cities around the state looked at Peachtree City and would copy whatever they did, so it was important to get it right. Larson said other areas were having the same path conflicts.

They mentioned new decals would be ordered next year, but Miller commented that as long as the number of decals per vehicle remained the same, there was no need to be concerned about the timeline. Reeves stated there would be a considerable public education component if the decal locations were changed.

Hayes moved to recommend the City Manager place this presentation on an agenda for a future Council workshop meeting. Reeves seconded. Motion carried unanimously.

C. Golf Cart Parking Space Size, ADA-Compliant Cart Parking Space Size and Ration of Cart Parking to Vehicle Parking Spaces and Who Should Do This Work

This question originated with the Unified Development Ordinance (UDO) Steering Committee. Larson said he wanted a general discussion at this meeting, and they could formulate a recommendation at the next meeting.

Larson's presentation reported that golf carts had grown in length. He reviewed a few areas in the city that had designated cart parking, but said some of it was too narrow and too short.

Larson suggested taking two normal size parking spaces and dividing the width by three for golf carts, creating a cart space that was six feet wide. The accessible spaces would be the same width, but wrapped with the buffer for wheelchair access. Miller said that should work out mathematically. They discussed offering incentives to builders for providing cart spaces and also setting limits on the number of cart spaces that could be built, but that was something the UDO Committee would have to decide.

Schultz said he would like to recommend some kind of ratio of accessible space to regular spaces, but it would be difficult because sizes of the parking lots varied so much. Miller said there was guidance based on the use of the building, among other things. This would just be creating a development standard.

The consensus was that the ratio of regular spaces to accessible spaces should be 2:3, Schultz summarized, creating a six-foot cart space. Larson said he could do a mockup of how the accessible space would look.

D. Recommendation on Location of Bicycle Racks at City Facilities

Larson said the City had acquired 30 new bike parking racks, and the City Manager had asked TAG for recommendations on where to put them. Larson had a list of some potential locations on public property and remarked that Strickland indicated he could order more racks. Schultz said the homework would be to look around and return to the next meeting with ideas of where the racks would be most needed.

E. Placing TAG Ordinance Items into an Annual Calendar for Review

Miller asked how they wanted to handle the path plan update and the street paving list, saying they compiled the paving list over the winter, and those two items would be very close on the calendar. Larson suggested they hold meetings focused on the paths and the paving plan. Miller warned that they might start paving before TAG had reviewed the plans.

Reeves asked if they gave priority to paths that had not been paved in a long time. Miller said he could bring them the ratings of all the paths, which was similar to the street rating system. But with the paths, unlike the roads, they usually did the ones with the worst condition first. This gave them data so they were not relying on citizen complaints.

Reeves asked Miller if he knew how many years it took to pave the entire path network, and Miller said that was not possible to determine with the new Americans with Disabilities Act (ADA) standards being applied. Miller said many of the paths were very steep and it would be time-consuming to make them ADA-compliant. He

estimated they could do about two miles per year.

Larson said he had been told they could make exceptions for slope if they were documented, and Miller said that was true, but it was difficult to meet the required conditions. Larson felt he was being too strict, but Miller said he was going by the advice of the City Attorney.

Reeves said citizens had asked him if it was worth submitting a report of a bad path, and both Miller and Strickland said yes. They focused more on maintenance, which did not have to be upgraded to ADA standards. Miller outlined several ways that citizens could report problems.

Strickland noted that the current maintenance plan was more productive. In the past, they had put repairs off until the whole path could be paved. When he first arrived, the goal was to pave 10 miles a year, but now they were shifting more to maintenance of sections rather than paving whole paths.

New Agenda Items

A. Street Pavement PCI Analysis and Selection Process

Miller reviewed a presentation he had given to Council regarding the current pavement condition index (PCI). He went over paving programs from 2017 to the present, showing how the PCI had steadily gone up and the backlog of roads requiring paving had gone down. He emphasized that they tried to keep the PCI stable by paving streets before they dropped to another condition level that was more expensive to rehab. If there was time and money left, they then would grab streets from the backlog. Miller noted that paving money came from the Special Purpose Local Option Sales Tax (SPLOST) and State grants. If voters did not keep approving the SPLOST, about \$2.5 million would be needed from other sources just to maintain the roads at a steady state.

Larson asked if there was an intergovernmental agreement with the County about paving Spear Road, and Strickland said the County and Peachtree City each paved their portions. Larson said Spear Road was in bad condition, and Strickland told him it was in the backlog.

Hayes brought up a related topic he had mentioned at the previous meeting, which was a recommendation regarding public education on this paving list and how it was developed each year. Hayes thought it would be a good topic for one of the weekly Mondays with the Mayor videos and The Slice newsletter.

He listed points that should be covered, including that the goal was to repave roads before they reached the tipping point, not through a “worst first” process. They should explain that the worst roads were more expensive to rehab, so doing the ones in better condition allowed them to get more paving done. Another point to be made was that it was often more cost-effective to go ahead and pave all roads in

the same area while they were already working there. Also, Hayes continued, the public should be told that no General Fund money was used in the paving process.

Hayes moved that TAG recommend to the City Manager and Mayor that they consider making an outreach through the various City resources on the PCI road paving topic using the discussion points that were mentioned. Larson seconded. Motion carried unanimously.

Upcoming TAG Meetings Date and Time

The TAG members agreed that the next meetings would be June 10 and June 24.

A. June 10, 2025

B. June 24, 2025

Adjourn

There being no further business, Larson moved to adjourn at 8:05 p.m. Hayes seconded. Motion carried unanimously.

Martha Barksdale, Recording Secretary

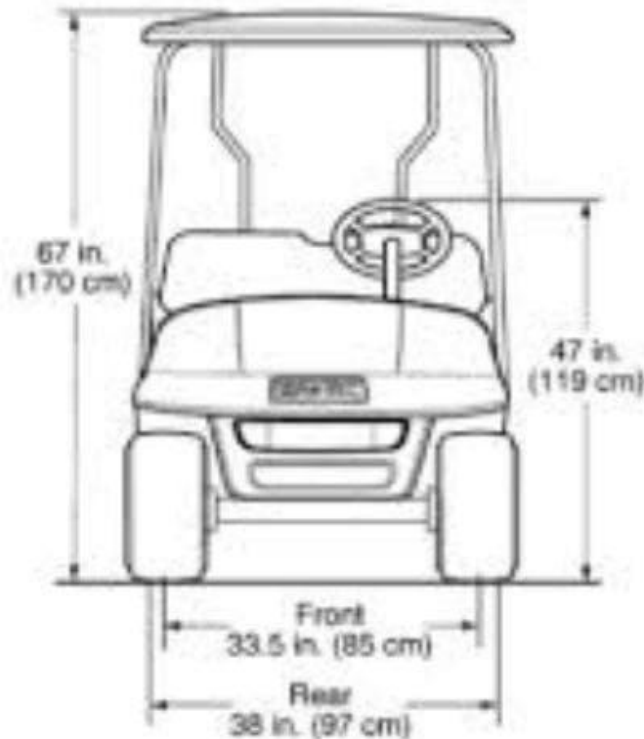
Paul Schultz, Chairman



Transportation Advisory Group

Motorized Cart Parking *Continuing Development*

June 10, 2025



**WHAT SIZE
IS A GOLF
CART
PARKING
SPACE?**

TYPICAL CART SIZES

Seats	Length	Width	Height
 2 Seat	~ 92 inches (7ft 8in)	~ 48 inches	~ 70 - 80 inches
 4 Seat	~ 110 inches (9ft 2in)	~ 48 inches	~ 70 - 80 inches
 6 Seat	~ 144 inches (12 ft) (13ft+ w/extensions)	~ 48 inches	~ 70 - 80 inches

TAG Discussion 13 May – too short

TAG Discussion 13 May – should fit



TAG Discussion 13 May – too short, too narrow



TAG Discussion 13 May – too short, too narrow



TAG Discussion 13 May – too narrow

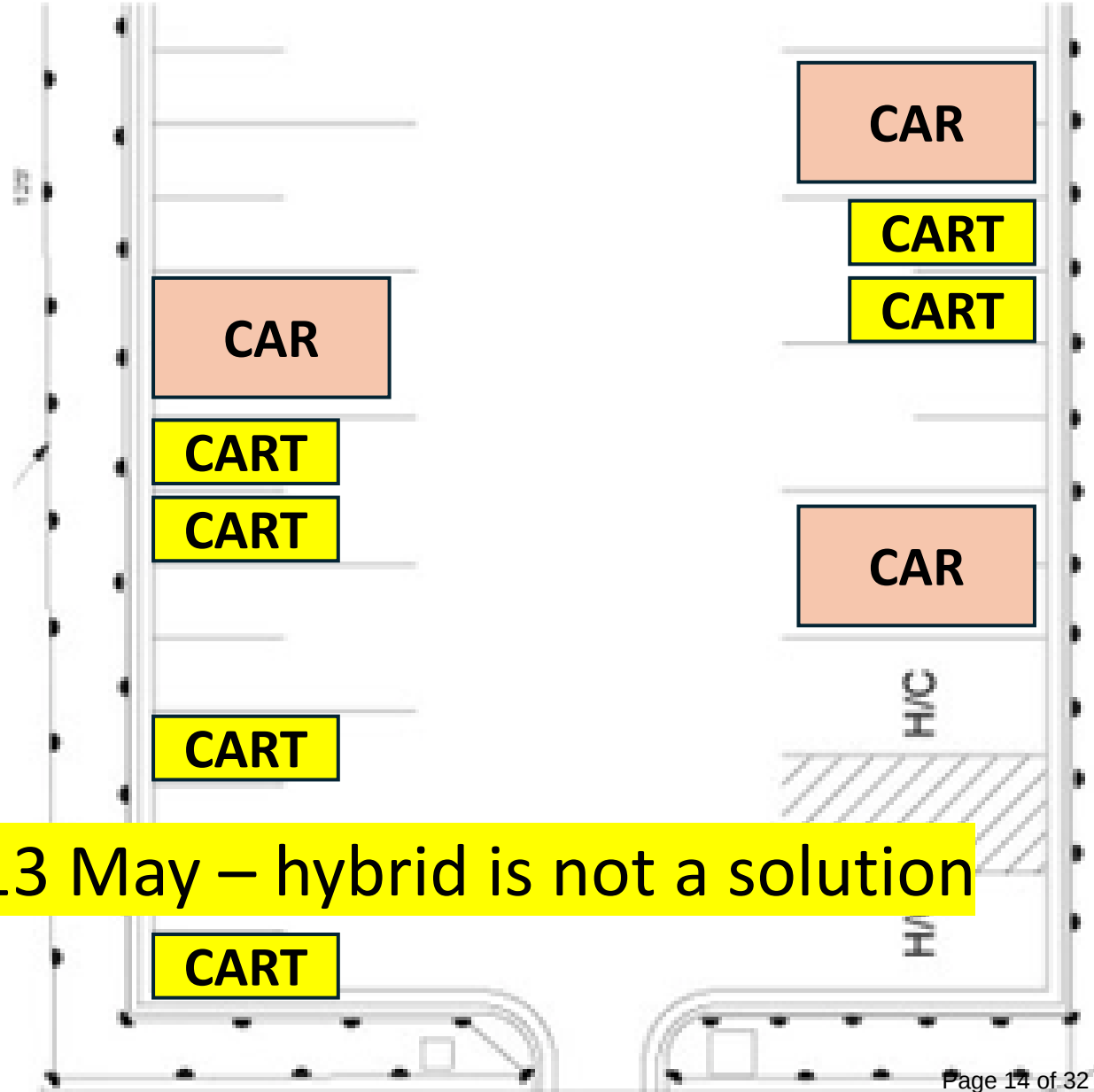


TAG Discussion 13 May – flexible parallel parking ok



TAG Discussion 13 May – almost car length now

North Myrtle Beach Hybrid Parking Lot

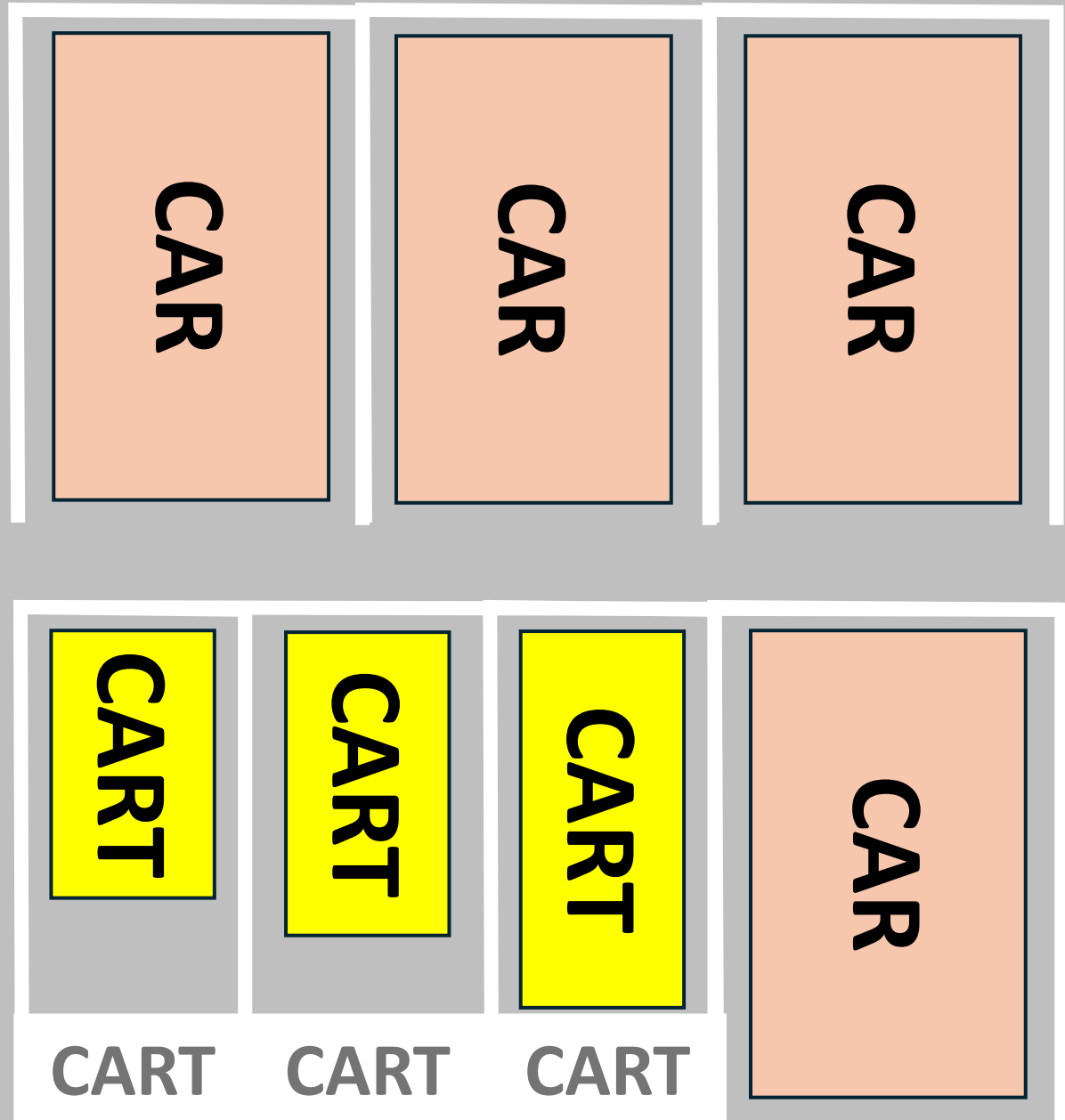


TAG Discussion 13 May – hybrid is not a solution

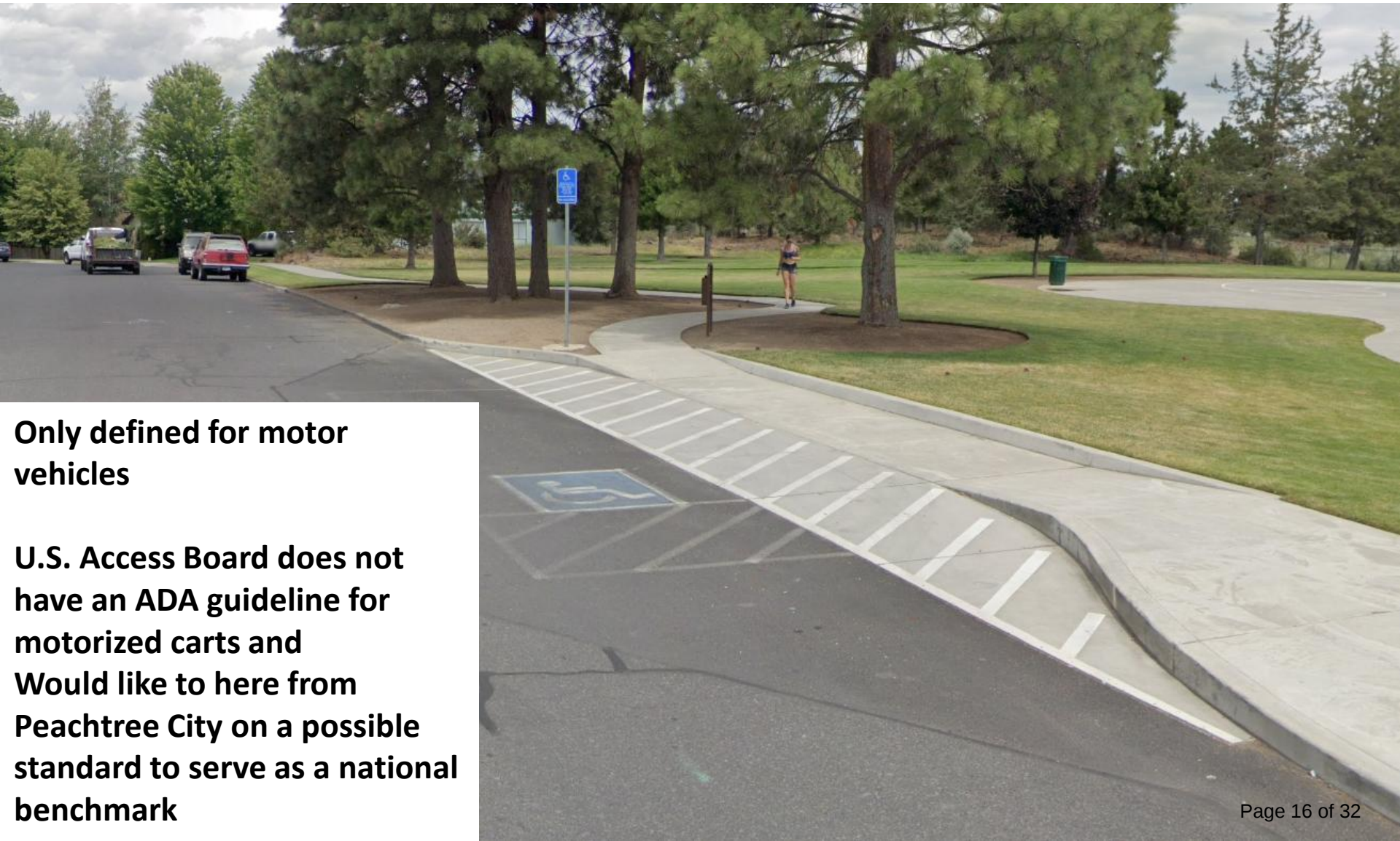
**Car to Car
Spaces**

**Standard Car
Parking Space
No less than
9' x 18'**

**2x Car spaces for
3x Cart spaces
6' x 18'**



ADA Parallel Parking - Kiwanis Park – Bend OR



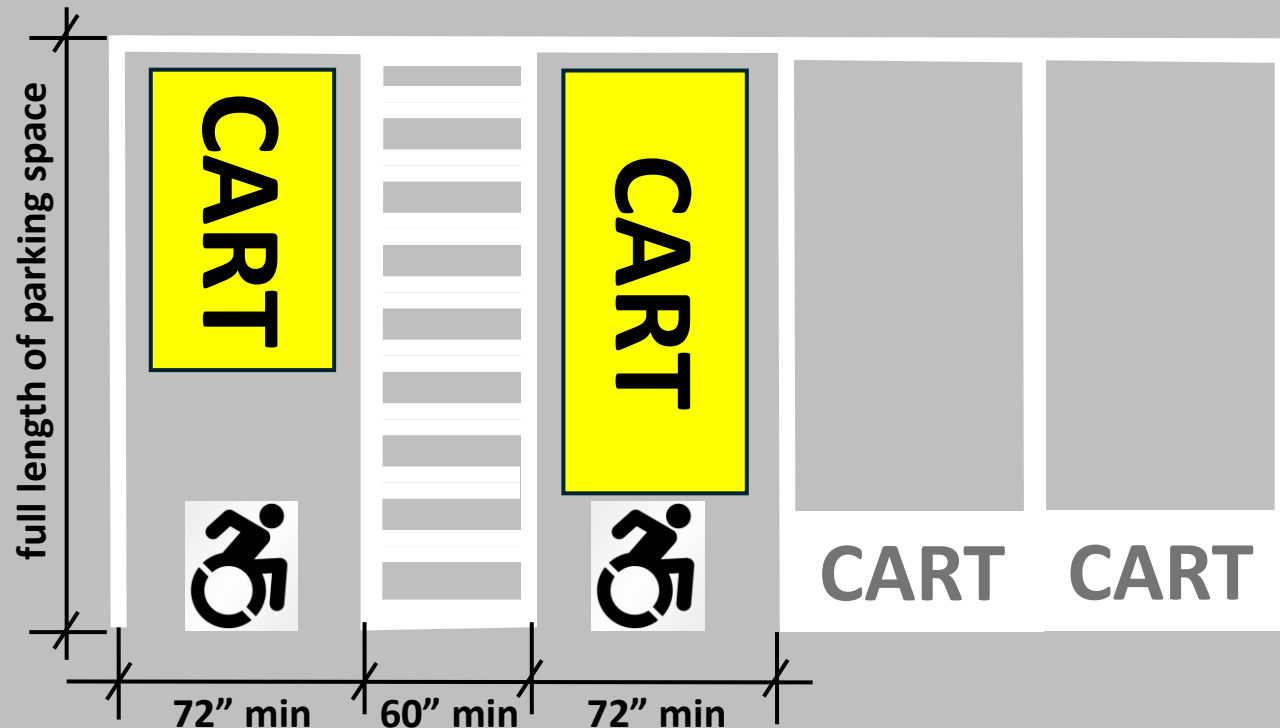
Only defined for motor vehicles

**U.S. Access Board does not have an ADA guideline for motorized carts and
Would like to hear from Peachtree City on a possible standard to serve as a national benchmark**

Cart Accessible Spaces

Standard Cart Parking Space
6 ' x 18'
with addition
of access aisle
and markings

Adapted from
US Access Board
standards



Vehicle Spaces

Spaces must be marked to define
The 72" minimum width

Access Aisle

An access aisle at least 60" wide and at least as long as the parking space is required on either side of the parking space and must be marked to discourage parking in it. Two spaces can share one aisle. Access aisles cannot overlap vehicular ways.

Markings

Both the parking space and access aisle must be marked. The marking method and color is not specified in the Standards, but may be addressed by state or local codes or regulations. The width of spaces and aisles is measured to the centerline of markings (but it can include the full width of lines where there is no adjacent space or aisles).

**Identifying
Cart
Accessible
Spaces**

Sign options

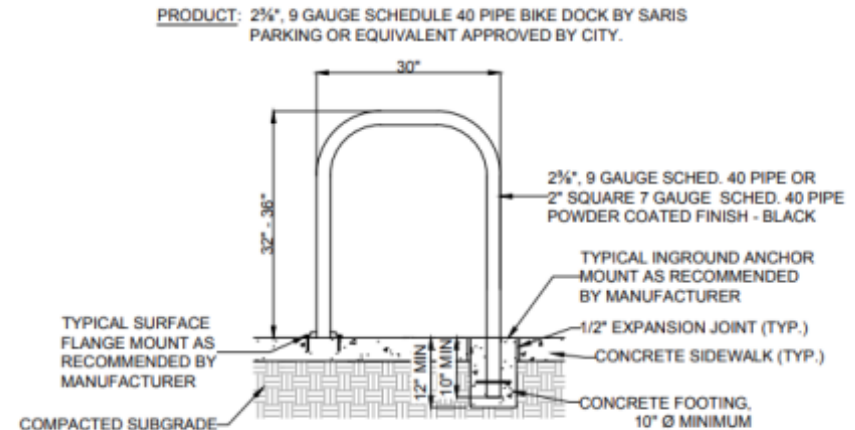


Example UDO Bicycle Parking Requirement

Bicycle Parking Requirements

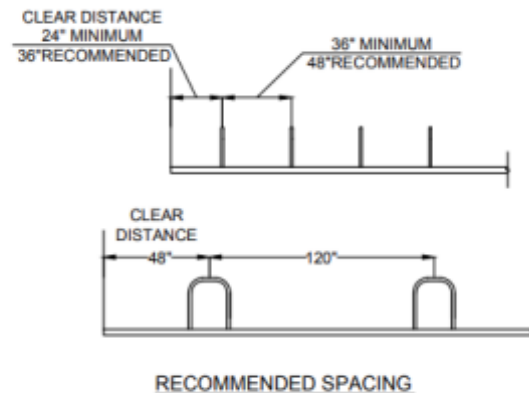
UDO Article 7 and Article 8

- Site development requirements
 - Required for commercial developments
 - 1 bicycle parking space for every 20 car parking spaces
 - Minimum 2 bike parking spaces, maxes out at 30



NOTE: WHEN MULTIPLE BIKE RACKS ARE INSTALLED, ENSURE RACKS ARE SIMILAR IN HEIGHT AND WIDTH.

BIKE RACK



Bike Rack Standard

Next Possible Steps

Share motorized cart parking template with City staff to support splash pad parking lot design

Develop guidelines for EV and Cart charging stations

Develop guidelines for bicycle parking

Develop options for trade-off of vehicle parking spaces for alternative modes

Presentation to UDO Steering Committee

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: June 4, 2025
SUBJECT: Bicycle Parking Rack Location Recommendations

Recommendation:

The Transportation Advisory Group completes a review of member inputs to provide a recommendation for bicycle parking rack installation at City facilities.

Discussion:

Peachtree City recently completed the acquisition of 30 new custom design round short-term bicycle parking racks formed in the shape of the City logo.

The City Manager requested the TAG to look at all City facilities and provide recommendations to staff where to place these racks, especially if it is known which City facilities have higher bike traffic than others. The City Manager intends to make his decision on installation locations by mid-June.

Background references were provided to support the TAG review, including installation guidelines and maps with all City facilities that could be considered candidates for a bicycle parking rack. A single bike parking rack can secure two bicycles - one on each side.

TAG members are using a common spreadsheet of City facilities to allocate the initial 30 bike parking racks for 2025 installation, and an opportunity to recommend additional locations for possible 2026 procurement and installation. The consolidated inputs provided will be reviewed at the TAG meeting to form a consensus on locations.

CITY OF PEACHTREE CITY

TRANSPORTATION ADVISORY GROUP

MEETING AGENDA ITEM MEMORANDUM

MEMO TO: Transportation Advisory Group

FROM: Jonathan Miller, Director of Public Works

DATE: May 27, 2025

SUBJECT: Placing TAG Ordinance Items into an Annual Calendar for Review

Recommendation:

Approve the proposed dates for review of ordinance items and create an Annual Review Calendar.

Discussion:

The Transportation Advisory Group is responsible for the following annual reviews as outlined in the City's Code of Ordinances Division 8 Sec. 2-493.:

- (5) Reviewing path pavement condition index ratings and street resurfacing annually.
- (6) Collaborating with staff for an annual prioritization of path reconstruction.
- (7) 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 the city council.
- (8) An annual review with staff regarding recommended changes, additions, or deletions to the city's Americans with Disability Act Transition Plan with the final adoption being the responsibility of the city council.

City Staff has proposed the following schedule to be approved by the Transportation Advisory Group for completion of the above annual reviews.

(5) Reviewing path pavement condition index ratings and street resurfacing annually.	Completed by May 1 each calendar year.
(6) Collaborating with staff for an annual prioritization of path reconstruction.	Completed by May 1 each calendar year.
(7) 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 the city council.	Completed by January 1 each calendar year
(8) An annual review with staff regarding recommended changes, additions, or deletions to the city's Americans with Disability Act Transition Plan with the final adoption being the responsibility of the city council.	Completed by November 1 each calendar year



Bicycle Repair Stand Donation TAG Review 10JUN25



Bicycle Repair Stand Donation Proposal

The SouthSide Cycling Club proposes to donate to the City of Peachtree City a bicycle public work stand with outdoor air pump and wheel chock to be installed adjacent to bicycle parking racks at Drake Field. Estimated cost \$2,000.

TAG Review – Utility, Components, Color(s), Location

Division 8.- TRANSPORTATION ADVISORY GROUP

Sec. 2-494. - Reports to Council; funds

The group may solicit or receive any gifts or bequests of money or other personal property or any donation to be applied, principal or income, for either temporary or permanent use for transportation purposes. All gifts, properties, and donations must be accepted by city council. Such funds will be maintained in a separate account for transportation purposes under established guidelines and shall be subject to the city's annual audit.

PUBLIC WORK STAND



SARIS
INFRASTRUCTURE



Included Tools

- Philips & standard screwdrivers
- Steel core tire levers (2)
- Headset/pedal wrench
- 8/10mm cone wrench
- 9/11mm cone wrench
- Torx T-25
- Hex key set



WHEEL CHOCK



COLOR

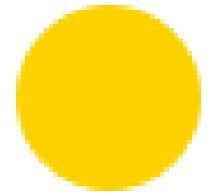
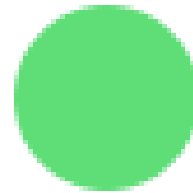
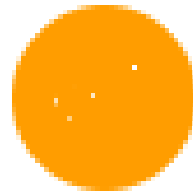
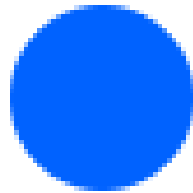
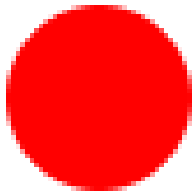
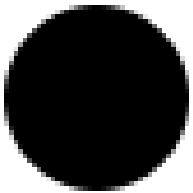
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|---|--|---|--|
|  Black |  Red |  Blue |  Orange |
|  Green |  Yellow |  Stainless Steel | |

OUTDOOR PUMP WITH GAUGE



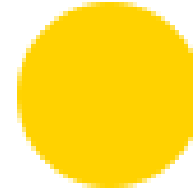
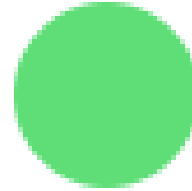
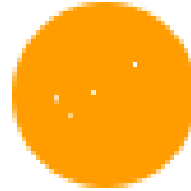
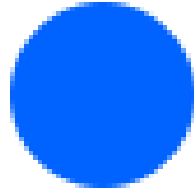
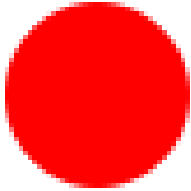
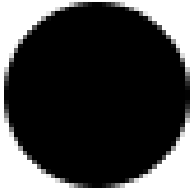
Bicycle Repair Stand Color Review

COLOR



Bicycle Repair Stand Color Review

COLOR



High Security Outdoor Public Bike Pump (with Gauge)

- 2 year warranty
- Outdoor-rated stainless steel construction, completely sealed
- Proprietary long-life piston seal and solid pump rod
- Steel braided air hose core prevents cutting
- Dual pump head works on all bikes
- Longer hose available with mounting clip



**Maintenance free alloy handle
and weather proof gauge**



**Longer hose and mounting
clip available**



QR code to online help

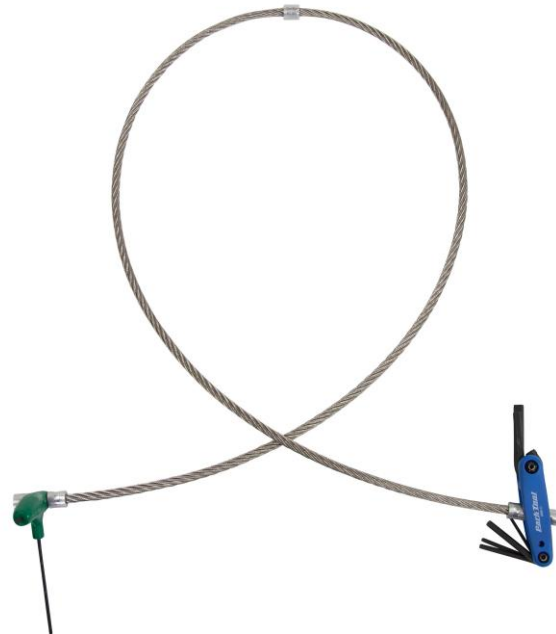


Public Bike Pump Service Parts

Rebuild Kit for
Outdoor Public Bike
Pump (with Gauge)



Hex and Torx Tool Assembly
[All replacement tools available]
for Public Work Stand



Bicycle Repair Stand Donation Timeline

- 2 June SouthSide Cycling Club Board – Approved Concept
- 10 June TAG – Donation Proposal Review and Feedback
- 7 July SouthSide Cycling Club Board – Approval to Proceed
- 8 July TAG – Donation Review and Recommendation to Council
- 17 July City Council Meeting – Consent Agenda to Accept
- 21 July Transfer of donation funds
- 25 July Order placed
- 25 August Delivery for installation