



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 24, 2025 | 6:00 PM
Community Room, 153 Willowbend Road

1. **Call to Order**
2. **Public Comment**
3. **Minutes**
 - A. June 10, 2025 Minutes
4. **Transportation Updates from Local Municipalities**
5. **Old Agenda Items**
 - A. Bike Rack locations recommendations for 2026
6. **New Agenda Items**
 - A. Measures to mitigate safety concerns throughout the multi-use path system
 1. City Ordinances - Electric Devices Updates
 2. City Ordinances - Penalties for Violation Updates
 3. Control Motorized Cart Access to Spyglass Island
 4. Cart and eBike Path Safety Checks
 - B. Promotional and Educational Strategies for Transportation Awareness and Safety
 1. Improvement to City brochure about the multi-use path system
 2. Helmet usage promotion for children and adults on bicycles, scooters, etc.
 3. City Ordinances governing required youth training
 4. Public Outreach on Path Safety
 5. Improvements to Navigate PTC App
 6. Highway Signs Alerting PTV Use on City Streets
7. **Upcoming TAG meeting dates and times**
 - A. July 8, 2025
 - B. July 22, 2025
8. **Adjourn**

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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.

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 Council Chambers at City Hall

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, June 10, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for its regular meeting on Tuesday, June 10, 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, Alan Reeves, and Brian Bartal, while Blake Hayes attended virtually. Patrick James, Amanda Toronto, and ex-officio member Public Works Director Jonathan Miller were absent. Assistant Public Works Director DeMarcus Hunter and Lauren Baxley, the summer intern in the Public Works Department, also were present.

Public Comment

None

Minutes

A. May 27, 2025 Minutes

Larson moved to approve the May 27, 2025, meeting minutes. Reeves seconded. Motion carried unanimously.

Local and Regional Transportation Project Status Review

Peachtree City, Tyrone, Fayetteville, and Brooks had approved acceptance of the County's Safe Streets for All Safety Action Plan, and the County Commission was expected to approve it at their next meeting, along with moving forward with the implementation award application. Those projects included a school zone safety plan that provided for uniform traffic control devices in all school zones. Peachtree City's applications would be for a multi-use path bridge over SR 54 East, plus signalized crossings at Kelly Drive and along Peachtree Parkway North.

Old Agenda Items

A. City Ordinance #1 - Golf Cart Registration Location Discussion - Results from City Council Meeting

Schultz said Council had approved TAG's recommendation of moving the decals from the sides to the front and back. Next, Council would have to amend the ordinance and decide how to proceed with implementation. Hunter noted that City staff was now considering if they could make the plates in-house and also looking at making registration renewals coincide with owners' birthdays.

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

At the previous TAG meeting, they discussed taking the equivalent of two car spaces and making them into three cart spaces, each 72 inches wide. The Americans with Disabilities Act (ADA) compliant spaces would be the same size as the cart spaces, but with the ADA access buffer on the sides. Larson had created

templates showing the design. The cart spaces would need to be the same length as car spaces to accommodate the bigger carts. Larson also showed the signs he had designed to designate the accessible spaces.

The Unified Development Ordinance (UDO) Steering Committee was exploring cart parking requirements, too. Larson suggested they look at other cities to see what their requirements were and share them with the UDO Committee. He also suggested they share the parking template with the Recreation Advisory Group to use in the cart-only parking lot planned for the Pebblepocket Splash Pad. Another idea to share with the UDO were recommendations for short- and long-term bike parking.

Hayes noted that they might want to recommend a cap on the number of cart spaces or suggest tradeoffs with developers regarding the number of spaces. Larson said they could forward the standard and the ADA cart parking templates on to staff for consideration at the splash pad.

Schultz said he liked these ideas, but there was nothing they could recommend to Council right now. Did they want to make a recommendation or just pass on the guidelines to City staff and the UDO? The TAG members agreed that the cart size recommendations were ready to pass on to the UDO.

C. Recommendation on Location of Bicycle Racks at City Facilities

The group looked over their lists of potential locations for the new bike racks the City had commissioned and just received. The members agreed on most of the sites and ironed out the differences. Larson noted that the 30 new racks were just a start, and the City Manager had said more could be purchased next year. Those could go in the locations that did not get them this year. Larson said he would move those locations to the 2026 list and send it to members for their consideration.

Bartal moved to submit column B of the spreadsheet to the City Manager as a recommendation for the placement of 30 bicycle racks. Larson seconded. Motion carried unanimously.

D. Annual Calendar of TAG Review Activities

City Manager Justin Strickland and Public Works Director Jonathan Miller had created a memo outlining TAG's annual review obligations as outlined in the ordinance and the dates by which these reviews should be completed:

- Review of path pavement condition index ratings and street resurfacing by May 1 each year;
- Collaboration with staff for an annual prioritization of path reconstruction, also by May 1;
- 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 by January 1 of each year;

- An annual review with staff regarding recommended changes, additions, or deletions to the city's ADA Transition Plan with the final adoption being the responsibility of City Council, with a deadline of November 1.

They decided it would be best to stagger the reviews. Hunter noted that Council had to approve these plans and emphasized that the deadlines were important because they had to get bids.

Schultz suggested keeping the dates as recommended except for the review of the path reconstruction plan, moving it up to March 1. The other members agreed.

Larson moved to adopt this calendar with the modification noted. Bartal seconded. Motion carried unanimously.

New Agenda Items

A. Southside Cycling Club (SSCC) Bicycle Repair Stand Donation Review

The estimated cost would be \$2,000. The club was proposing it be installed by the new bike parking racks at Drake Field. He asked the group about colors, and Baxley suggested yellow would stand out. The stand would hold the bike stationary for repairs, and there was a wheel chock to hold the back tire while tires were inflated. Tools were attached to the stand by cables.

Schultz brought up the possibility of vandalism, which Larson admitted was a possibility, but the area was monitored by cameras.

Larson said he would have to get final approval from the club's board of directors, then present the proposal to City Council for its approval. If all went well, the stand could be delivered for installation by the end of August.

Upcoming TAG meetings date and time

The next TAG meetings were set for June 24 and July 8, depending on if a quorum could be present. Larson suggested they consider the agendas for the next couple of meetings, proposing a focus on path safety now that they had completed their mandatory annual reviews. They discussed inviting Code Enforcement and the Police Department to discuss their issues and needs when it came to enforcing safety on the paths.

Schultz said he would like to go over the City's cart path brochure. They mentioned comments on Facebook regarding Class 3 bikes on the paths, even though that type of bike was not allowed. The brochure did not identify what type of bike was permitted on the paths. The ordinances needed cleaning up in regards to permitted path users.

Schultz said they could come up with topics for future agendas as homework. Reeves said he would like to discuss the brochure and correcting errors, while Hayes said there

were communication issues that needed to be addressed regarding the type of vehicles allowed on the paths.

A. June 24, 2025

B. July 8, 2025

Adjourn

There being no further business, Bartal moved to adjourn at 7:47 p.m. Reeves seconded. Motion carried unanimously.

Martha Barksdale, Recording Secretary

Paul Schultz, Chairman



Bicycle Repair Stand Donation Proposal June 13, 2025



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 purchase cost \$2,000.

TAG Review –

The Transportation Advisory Group reviewed this donation proposal on June 7th with these determinations:

- Beneficial to the City and cyclists.
- Concur with co-location at Drake Field City bicycle parking.
- Recommend yellow-colored public work stand.

*Fayette Biking for Life Inc., DBA SSCC, 501C(4) Social Non-Profit



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



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



Bicycle Repair Stand Donation Milestones

- 10 June TAG – Donation Proposal Review and Feedback
- 24 June TAG – Final Review and Recommendation to Council
- 10 July City Council Meeting Agenda – to Accept Donation
- 15 July Transfer of donation funds
- 22 July City order placed
- 25 August Delivery for City installation

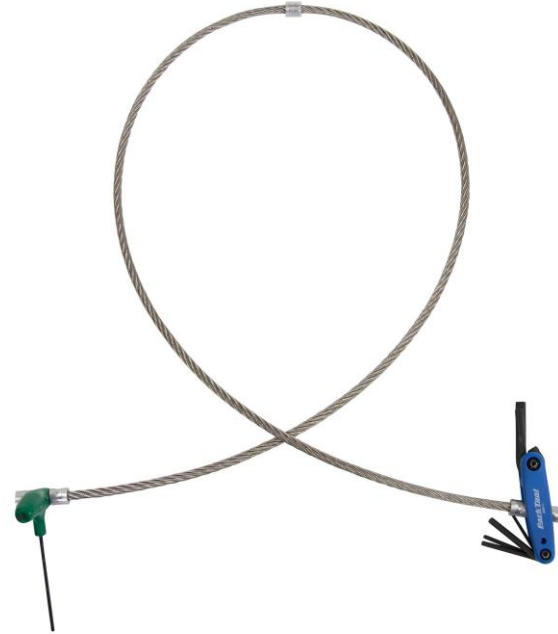
Saris Public Bike Pump Service Parts

This brand and model was chosen for durability and sustainability

Rebuild Kit for
Outdoor Public Bike
Pump (with Gauge)



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





WHAT IS THIS?

City Ordinance Electric Devices Updates Needed For Safety

Conversation at Braelinn Shopping Plaza
“Did you know that dirt bikes are not allowed on the paths and streets?”

“It’s *ok* because it’s an *e-bike* and I put on *street tires*.”

“But that isn’t an e-bicycle, it’s an electric dirt bike.”

“So what? – It only goes about 20 – and some of my friends’ e-bikes they ride on the paths go over 45mph!”

**Pocket motorcycle or pocket bike?
Minibike? Trail motorized bike?**

 Peachtree City Police Department
3d · 🌐

EBikes, Golf Carts, and Electric Play Vehicles capable of speeds over 20 mph are not allowed on the Multi-Use Path System



Tutto Soleil01 Electric Mini Bike For
& Adults - UL Certification
48V 2000W | 1008Wh Lithium Cell | 37Mph
\$1,399.99 - \$2,944.98 ★★★★★ 319

Not an E Bike
Not allowed on the
Multi Use paths due
to speed

👍 😄 Stacey Gardner Clarke and others 297 comments · 33 shares

It's also

***Not permitted on
paths because
it's a Trail or
Dirt Bike***

**Not permitted on
nature trails**

**Not permitted on
streets unless
licensed as a
motorcycle**

But who knows?

Wheeled and Electric Motor Devices

Recommendation:

All City ordinance descriptions, authorizations & prohibited uses should be reviewed for accuracy, ADA accessibility and today's consumer opportunities

- E-Bikes
- E-Mountain Bikes
- Electric Personal Assistive Mobility Device (EPAMD)
- Other Power-Driven Mobility Device (OPDMD)
- Motorized Devices
 - Electric Play Vehicles
 - Electric Scooter, Skateboard, Unicycle
 - Dirt Bikes
 - Cargo Bikes
 - Pocket Motorcycle / Pocket Bike
 - Motorcycles

SPECCTRUM OF ELECTRIC MOTOR DEVICES

CLASSIFIED ELECTRIC BICYCLES/ELECTRIC MOUNTAIN BIKES (E-MTBS)			UNCLASSIFIED ELECTRIC BICYCLES/ E-MTBS	ELECTRIC MOTORCYCLES	OTHER ELECTRIC VEHICLES
CLASS 1	CLASS 2	CLASS 3	CARGO E-BIKES		
• 750 watt motor or less • Pedal Assist only • Max motor assisted speed of 20 mph • No throttle	• 750 watt motor or less • Pedal Assist and a throttle • Max motor assisted speed of 20 mph	• 750 watt motor or less • Pedal Assist only • Max motor assisted speed of 28 mph • No throttle	• Motor greater than 750 watts • Unrestricted motor assisted speed with pedal assist • Unrestricted motor assisted speed with throttle • Multi-class ride modes	• Powerful motors capable of speeds of 40-50 mph and faster • Throttle • Foot pegs or aftermarket pedal kits	• Non-bike electric vehicles (one wheels, e-scooters, etc)

AN E-BIKE/E-MTB IN EACH CATEGORY MIGHT LOOK LIKE....



Street
Path
Trail

Street
Path

Street

Street
Path – Class II

Street

Street
Path

GENERALLY PERMITTED LOCAL USES

WHEELCHAIR:

- Manual wheelchair (with or without front wheel attachment)
- Powerchair
- Scooter
- Any other mobility related device



Adaptive Biking and a-MTB Devices need definitions and exceptions

CROSS-COUNTRY (RECUMBENT / COMBINED CRANK & STEERING):

- **One wheel in the front** and two in the back
- Front wheel drive
- Seating – recumbent type seating with legs straight ahead
- Full or no suspension depending on brand



ALL-MOUNTAIN (RECUMBENT / COMBINED CRANK & STEERING):

- **Two wheels in the front** and one wheel in the back
- Rear wheel drive
- Seating – recumbent type seating with legs straight ahead
- Full suspension or rear suspension only depending on brand



ALL-MOUNTAIN (KNEELING / HANDLEBARS W/ SEPARATE CRANK):

- Two wheels in the front and one wheel in the back
- Rear wheel drive
- Seating – kneeling with cranks below you and handlebar above
- Full suspension or rear suspension only depending on brand



BOWHEAD ALL ELECTRIC

- Two wheels in the front and one wheel in the back
- Articulating front end
- Full electric with hand twist throttle; no crank; Rear wheel drive
- Seating – recumbent type seating with legs straight ahead
- Full Suspension



SUPER73-K1D

THE FIRST RIDE

Designed for 4-8 year-olds



Top Speed

Mode 1: Up to 7mph

Mode 2: Up to 13mph

Track Mode: 15mph*



Ridstar Q20 1500W 48V 20AH Fat Tire Electric Bicycle

1500W **POWERFUL
BRUSHLESS MOTOR**
POWERFUL & FAST



35 MPH
Top Speed



85 NM
Max Torque



**Kedron Hills
Youth Operator**

RIDSTAR does not classify their devices or Label them as required by many states and Georgia if they were to qualify as an e-bike.

HappyRun G70 2000W Dual Battery Fast Electric Cargo Bike



Speeds Up To 36 MPH

HappyRun 6500W Electric Dirt Bike G300 Pro



Speeds Up To 50 MPH

When a high-powered device is no longer just “a bike”

City Ordinance Electric Devices Updates Timeline

Pending – National Traffic Safety Board (NTSB) statement to stop companies from selling unclassified e-bikes

June – Recommend additional City Staff and Police Dept. PSA's on topic specific to prohibited devices on paths and streets

July – Prepare revised definitions to City Ordinances Chapter 70 & 78

August – Final review and presentation to City Council

September – Updates included in revised “Path Rules”

BACKGROUND

<https://www.governing.com/transportation/atlanta-cyclists-warn-of-e-bike-dangers-on-shared-paths?>

TRANSPORTATION

Atlanta Cyclists Warn of E-Bike Dangers on Shared Paths

Atlanta limits e-bike motors to 20 miles per hour on shared-use paths, but there have been several reports of bikes traveling at speeds up to 70 mph.

July 18, 2024 • Merrill Hart, The Atlanta Journal-Constitution, TNS



With the Beltline booming and the city of Atlanta's **e-bike rebate program** attracting nearly **9,000 applications** last month, some residents report concerns over another growing phenomenon — privately owned e-bikes speeding on shared paths.

Jonas Ho, founder of E-Board and E-Bike Atlanta, said he first noticed aggressive e-bike speeding around eight months ago near Ponce City Market, the Beltline and Piedmont Park. He has also observed an increasing number of high-speed electric dirt bikes in public spaces, with 22 at last month's Critical Mass ride, a regular gathering where hundreds of cyclists roll from Woodruff Park through the city.

Atlanta limits e-bike motors to 20 miles per hour on shared-use paths, but Ho has seen riders on e-bikes capable of up to 70 mph. On top of that, he collected social media screenshots where riders clock 70 mph on roadways.

GA CODE Section 40-6-300 - Definitions

- (1) **"Class I electric assisted bicycle"** means an electric assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the device reaches a speed of 20 miles per hour.
- (2) **"Class II electric assisted bicycle"** means an electric assisted bicycle equipped with a motor that may be used exclusively to propel the vehicle but is not capable of reaching a speed of 20 miles per hour.
- (3) **"Class III electric assisted bicycle"** means an electric assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the device reaches a speed of 28 miles per hour.

Section 40-6-302 - Labeling of bicycles; required equipment

- (a) Any electric assisted bicycle manufactured on and after January 1, 2020, shall be equipped with a permanently affixed label in a prominent location which identifies such device as a class I, II, or III electric assisted bicycle along with the motor wattage and top assisted speed capability. Such label shall be printed in at least 9 point Arial font.
- (b) The requirements set forth in subsection (a) of this Code section shall apply to a manufacturer, distributor, and any person who alters an electric assisted bicycle in a manner that changes the class by which the electric assisted bicycle is identified.
- (c) Any electric assisted bicycle shall have the same equipment required for bicycles as set forth in Part 1 of this article; provided however, that such devices shall be capable of disengaging the motor when the operator stops pedaling or applies the brakes.
- (d) Any class III electric assisted bicycle shall be equipped with a speedometer that is capable of displaying the speed the device is traveling measured in miles per hour.

Peachtree City Ordinance Chapter 78 / Article III / Sec. 78-91 Definitions

Electric bicycle means a device with two or three wheels which has a saddle and fully operative pedals for human propulsion and also has an electric motor. For such a device to be considered an electric assisted bicycle, it shall meet the requirements of the Federal Motor Vehicle Safety Standards, as set forth in 49 C.F.R. Section 571, et seq., and shall operate in such a manner that the electric motor disengages or ceases to function when the brakes are applied. The electric motor in an electric assisted bicycle shall:

- (1) Have a power output of not more than 1,000 watts;
- (2) Be incapable of propelling the device at a speed of more than 20 miles per hour on level ground; and
- (3) Be incapable of further increasing the speed of the device when human power alone is used to propel the device at or more than 20 miles per hour.

Chapter 78 / Article III / Sec. 78-94. Recreation path users – Authorized.

- (6) Bicycles, traditional and electric (as defined in section 78-91);

Chapter 78 / Article III / Sec. 78-95. Same – Prohibited uses.

- (12) Except as permitted in section 78-94, any vehicle designed by the manufacturer or modified by any person to be able to travel at speeds in excess of 20 miles per hour under its own power on a flat surface; and [Class III Bicycles]

Note: City definitions published before Georgia Code. Not defined is Cargo Bikes, e-MTB with different power outputs and speeds, aMTB.

Peachtree City Ordinance Chapter 70 / Article III Nature Trails/ Sec. 70-40

(a) It shall be unlawful to operate, drive, or in any manner cause to locate on the dirt trails and other nature trails which are marked with signs required in this section the following vehicles:

- (1) An electric or gasoline powered golf cart;
- (2) An electric or traditional bicycle;
- (3) Automobile;
- (4) Minibike;
- (5) Moped;
- (6) Go-cart; and
- (7) Electric or gasoline powered scooter.

(b) All trails which are governed by this section shall be marked with a sign at all points of entrance to the trail from parks and other recreational areas, streets, and recreation paths.

(c) The trails which are governed by this section are Flat Creek Nature Trail and Line Creek Nature Trail.

Note:

- Does not define access to Somerby Woods Nature Area, PAC Trails, Spyglass Island or other greenspaces such as McIntosh Trail Rec Center, Gin Branch.
- Inconsistent with the designation of multi-use natural surface trails with mountain bikes. Does not define e-MTB Class I as permitted.
- Does not consider access for adaptive MTB or disabled mobility devices.

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 13, 2025

SUBJECT: Path Safety Action Item - Control Motorized Cart Access to Spyglass Island

Recommendation:

Peachtree City Public Works erects a lockable gate and barrier to block motorized cart access to Spyglass Island except for approved special events.

Discussion:

The 2017 SPLOST included Project #34 – Lake Peachtree Island Bridge that funded the path connection to a new greenspace park now named Spyglass Island.

The project scope described constructing a pedestrian bridge with removable barriers to allow service equipment access to the area and include a walking trail around the island. As further described in an April 25, 2018 update to the City Council, the bridge project will accommodate golf carts and include parking along the shoreline, with the landscaped entry area controlling parking. The barriers, however, were never installed at the entrance, resulting in unconstrained entry by carts onto the island.

The 2025 Recreation Master Plan assessed Spyglass Island conditions and made the following recommendations on page 99 and 166,

- “Golf carts have destroyed the open fields and interior of the loop trail.”
- “Eliminate cart access to the island and implement signage or additional barriers to keep carts off grassy areas.”

I have also witnessed groups of carts operated by teens conduct off-path races across Spyglass Island, creating clouds of dust and damage to the natural surface trails and a hazard to hikers.

CITY OF PEACHTREE CITY

TRANSPORTATION ADVISORY GROUP

MEETING AGENDA ITEM MEMORANDUM

MEMO TO: Jonathan Miller, Director of Public Works

FROM: Blake Hayes, TAG Member

DATE: June 16, 2025

SUBJECT: Improvements to the City's "Multi-Use Path System Rules" Brochure

Recommendation:

The City Manager should direct City Staff to update the "Multi-Use Path System Rules" Brochure as discussed below to address concerns about properly stating the legal requirements and obligations on the path system. As a matter of administrative efficiency, this recommendation may be better addressed after the TAG has had a chance to provide input on those requirements and obligations to avoid duplication of effort.

Discussion:

The City has developed a new "Multi-Use Path System Rules" brochure ("brochure") to explain to residents and visitors the requirements and obligations for operating vehicles on the path system or for using the path system as a pedestrian. This brochure can be found in PDF format at <https://peachtree-city.org/216/Paths-Golf-Carts> by selecting the "download" button. References to pages in this memorandum will be to that PDF version for clarity. The brochure is also available as a trifold printout at City Hall.

Recommendations in this memorandum range from minor editorial suggestions to points where the brochure is ambiguous about the requirements and obligations applicable to the path system.

Page 1 / Frontpage

Editorial suggestion: "City Ordinance Section 78" should be replaced with "Peachtree City City Code, Chapter 78." This is the formal name of the City Code, as provided for in City Code Section 1-1. Additionally, the logical subunits of the City Code are designated as "chapters" with "sections" referring to individual City Code sections within

the chapter. The wording “Article III” could also be added following “Chapter 78” to clarify which portion of Chapter 78 is directly applicable.

Editorial suggestion: a period (“.”) should be added after the “A” in “O.C.G.A” (sic) on line 2 to be consistent with the abbreviation of the title of the State Code. Note: for practical purposes in this memorandum, I refer to the State Code as OCGA, not O.C.G.A.

Editorial suggestion: replace “local and state law” with “City ordinances and State law”

Editorial suggestion: “golf cart operation” should either be replaced with a more general reference – since vehicles other than “golf carts” as stated use the path – or the wording should be adjusted to “motorized carts” to match the language in City Code, Chapter 78, Article III. If the term “motorized carts” is maintained, then consideration should be given to updating the ordinance language to the State Code language of “personal transportation vehicle” or “PTV” in OCGA 40-1-1(43.4).

Page 2

Editorial suggestion: “LSMV” and “Low-Speed Motor Vehicle” should be considered for replacement with “LSV” and “Low-Speed Vehicle,” respectively to update to the State language in OCGA 40-1-1(25.1). This would potentially also require an update to the City Code which uses the “LSMV” and “Low-Speed Motor Vehicle” terms.

Unclear/ambiguous: in the City Code and in the brochure, it is unclear what “except as prohibited above” refers to in prohibiting LSMVs from crossing streets with a speed limit of greater than 35 mph. If the intent is to prohibit crossing the designated list of prohibited streets (SR 74, SR 54, Peachtree Parkway, Senoia Road, Rockaway Road, Crosstown Road between Peachtree Parkway and SR 74) except at designated crossings, as referenced in City Code Section 78-93, this prohibition is not properly found in the City Code. Subsection (i) prohibits motorized carts from crossing those roadways except as authorized and subsection (n) does similar for EPAMDs (notably – with a different list of prohibited roads), but there is no corresponding prohibition for LSMVs in the City Code. State law may also require the posting of traffic-control devices to enforce these provisions (for any user, not just LSMVs; see OCGA 40-6-371).

Editorial suggestion: for consistency, the “over 35 mph” should be replaced with “greater than 35 mph” to match the second usage in the 5th bullet point. The second usage should state “speed limit” instead of just “limit” and have “mph” following “35.”

Editorial suggestion: “Seatbelt Laws” should not be capitalized.

Editorial suggestion: “ON LEASH” should be replaced with “LEASHED”

Unclear/ambiguous: “no longer than 6 feet on paths” has no basis in City Code. The closest I could find is City Code Section 14-37(f), which does have a 6-foot leash limitation. However, this only applies to vicious animals or fowl, not in general. The City cannot enforce ordinances out of thin air. If you want this to be a legal requirement, amend the City Code to make it so.

Editorial suggestion: 2nd bullet should be reworded as follows to avoid sentence fragments and to clarify “should” statements versus legally enforceable ones (it is unclear that anything here would be definite enough to constitute an ordinance violation as opposed to a statement of courteous behavior):

“Pet owners should ensure that pets on an extendable leash do not block the path for other users. If a pet owner is walking a pet from a motorized cart, they should put the pet on the right side of the cart towards the outside of the path.”

Editorial suggestion: 3rd bullet point should be reworded as follows to avoid sentence fragments; however, this requirement could likely be justified under “trespass”:

“Pet owners must clean up after their pets and must not allow their pets to go into private yards adjacent to the paths without the owner’s permission.”

Page 3

Editorial suggestion: the term “golf cart” at the top of the page should be replaced with “motorized cart” to match current City Code or updated to match the State Code with “personal transportation vehicle” or “PTV” as noted previously.

Editorial suggestion: remove “Cart Registration Required -” from the 1st bullet point. No other bullet point has a heading similar to this.

Editorial suggestion: reword the remainder of the 1st bullet point as follows, to clarify business days versus calendar days, include the location of where to register, and remove unnecessary parenthetical language:

“All newly purchased or transferred carts used within the City must be registered at City Hall within 10 business days of the purchase or transfer. If a cart owner has a change of address, this information must be provided within 60 calendar days of the move.”

Editorial suggestion: reword the 2nd bullet as follows to remove unnecessary parenthetical language:

“No person, including children, may sit in the driver’s lap while a motorized cart is in motion.”

Editorial suggestion: combine the 3rd and 4th bullets as follows:

“All persons must remain seated while a motorized cart is in motion. No one may stand or hang onto the sides of a cart while it is in motion. All persons should keep their hands and feet inside the cart while it is in motion, because serious injuries could occur.”

Unclear/ambiguous: the 5th bullet and City Code itself could use some cleaning up. The term “adjacent” should probably be used instead of “parallel” to include paths that are near a street but run at an angle. The City Code should also be updated to clarify the term “all operators” in subsection (f) of section 78-93, because the City cannot require cyclists, pedestrians, or operators of LSMVs to use the path system. If possible, the requirement for EPAMDs should be moved to that section on Page 2 (and it also is not consistent with the prohibitions for carts as noted above). In addition, the list provided of prohibited streets is not complete. This bullet should be reworded as follows, and if City Code is updated, “parallel” should also be changed to “adjacent”:

“Carts and EPAMDs must use multi-use paths, except for private golf course paths, instead of parallel city streets. Carts cannot be driven across SR 74, SR 54, Peachtree Parkway, Senoia Road, Rockaway Road, or Crosstown Road between Peachtree Parkway and SR 74, except at authorized crossings, bridges, or tunnels.”

Editorial suggestion: in the 6th bullet, “tail lights” should be replaced with “taillights” for consistency with City Code and the State Code.

Editorial suggestion: in the 7th bullet, “roadways” should be replaced with “highways.” See OCGA 40-6-3, “Chapter refers to operation of vehicles on highways; ...”

Editorial suggestion: in the 7th bullet, “hands free” should be replaced with “hands-free.” See 2018 GA HB 673, “Hands-Free Georgia Act.”

Editorial suggestion: the 8th bullet should be deleted as repetitive of the information found in the 7th bullet related to distracted driving/hands-free requirements. As a replacement, consider the following wording derived from City Code Section 78-96(e) related to parent’s responsibility for their children’s activities on the path system.

“Parents and guardians can be held responsible for their minor children under the age of 17 violating the rules of the road on the path system.”

Editorial suggestion: the shadow of the “TIPS” box encroaches on the text of the 1st bullet in the box and should be re-designed if possible.

Editorial suggestion: in the 2nd bullet in the box, replace “utilize” with “using” for plain language and to match the form of “chaining” used previously. Also, add “your” before “cart” to match the 1st bullet.

Unclear/ambiguous: it is not clear what authority the City uses to exempt gasoline-powered carts from the requirement for insurance. The Georgia Department of Public Safety states that liability insurance is required for gasoline-powered carts because they are required to be registered under the State Code. With that said, I do not believe that the Georgia Department of Revenue actually registers gasoline-powered carts even if someone wanted to do so. This may be an area for the City to reach out to its State legislative delegation to get clarity on the intent of the OCGA and if the Departments are acting correctly. Personally – I think carts should be required to carry liability insurance.

Page 4

Editorial suggestion: to remove unnecessary parenthetical language, reword the 1st bullet as follows:

“Those 16 or older may drive a cart, whether or not they have a driver’s license, unless their driver’s license has been suspended or revoked.”

Editorial suggestion: to fix grammar and make the wording clearer, reword the 2nd bullet as follows:

“15-year-olds with a valid learner’s permit in their possession may drive a cart, with up to 1 other passenger who is 15 or older or up to 3 passengers if all passengers are immediate family members. If the 15-year-old is accompanied by their parent, grandparents, legal guardian, or anyone 18 or older with a valid driver’s license, the passenger restrictions do not apply.”

Editorial suggestion: to fix grammar and make the wording clearer, reword the 3rd bullet as follows:

“15-year-olds without a valid learner’s permit or that do not have the permit in their possession must be accompanied by their parent, grandparent, legal guardian, or anyone 18 or older with a valid driver’s license in order for the 15-year-old to drive a cart.”

Unclear/ambiguous: to cover an edge case, add a bullet as follows:

“15-year-olds who have had their learner’s permit suspended or revoked cannot drive a cart.”

Editorial suggestion: to match previous edits, reword the 4th bullet as follows:

“Children aged 12, 13, or 14 can only drive a cart if accompanied by a parent, grandparent, or legal guardian. A person who is 18 or older with a valid driver's license but is not one of the previously listed relations to the child does not meet this requirement like they would for a 15-year-old.”

Editorial suggestion: to match prior wording, reword the 5th bullet as follows:

“Those 12 or younger cannot drive a cart.”

Editorial suggestion: combine the 1st and 2nd bullet under “Rules for all path users” as follows:

“Racing of any form or blocking of public access to the paths is prohibited, except for special events approved by the City.”

Editorial suggestion: reword the 3rd bullet in this section as follows:

“Loitering on bridges or in tunnels is prohibited.”

Unclear/ambiguous: this is closer to an editorial suggestion, but the wording in the brochure changes the meaning from the City Code. Reword the 4th bullet as follows to clarify that the two examples (keeping right and passing) are not related, since otherwise it appears to require users to move to the right but at the same time pass on the left, which is not possible:

“The normal rules of the road also apply to the paths. For example, when approaching oncoming path users, each person shall keep to the right. When overtaking another path user from behind, the pass shall be done on the left and only when safe to do so.”

Editorial suggestion: in the 6th bullet point in this section add “are” between “Fines” and “double,” and change “double” to “doubled.”

Editorial suggestion: in the 7th bullet point of this section, add “are” between “Helmets” and “REQUIRED.”

Unclear/ambiguous: also in the 7th bullet point, consider adding “and electric bikes” since City Code Section 78-96(i) imposes that requirement (Section 78-93(r) contains the requirement already listed for electric play vehicles).

Page 5

Unclear/ambiguous: “non-motorized vehicles” is not found in Section 78-94. As that section states that these are the only authorized users of the path system, the brochure cannot add this as an authorized user on its own.

Editorial suggestion: to remove parenthetical language, replace “ (daylight only).” with “, during daylight only”

Editorial suggestion: if the change from “golf cart” to “motorized cart” or “personal transportation vehicle” or “PTV” and/or the change from “LSMV” to “LSV” is made, then these should be updated here too.

Editorial suggestion: add “a” between “in” and “mode” and replace “vehicle” with “their.”

Editorial suggestion: delete “Emergency & authorized maintenance vehicles.” Yes, they are permitted under City Code Section 78-94(5), but is this information actually useful to the public? If not, why use the space for it?

Unclear / ambiguous: for bicycles, the City should clarify that Class 1 and Class 2 electric bikes are permitted according to current City Code (but should also consider changing that), and should use consistent “&” instead of “/” to mean “and.” Suggest rewording as follows:

“Bicycles (traditional & class 1 and class 2 electric bikes)”

Editorial suggestion: to match the wording in City Code Section 78-94(7) and as done immediately prior for bicycles, consider adding “(traditional & electric)” for wheelchairs.

Editorial suggestion: to remove parenthetical language, reword the “electric play vehicle” item as follows:

“Electric play vehicles, such as electric scooters, electric skateboards, electric unicycles, or similar devices, that have a maximum speed of 20 mph or less”

Editorial suggestion: EPAMD was already defined and used on Page 2, so no need to redefine here. Reword as follows:

“Registered EPAMDs, such as Segways”

Editorial suggestion: for consistency, choose to either use periods (“.”) or not throughout this list, but do not mix-and-match. Because some of the items on the list do not form sentences, I would lean towards no period (“.”).

Editorial suggestion: to remove parenthetical language, reword “motorized play vehicle” item as follows:

“Motorized play vehicles, which include any self-propelled vehicle that is not listed above as authorized for the paths.”

Editorial suggestion: to remove parenthetical language, reword “automobile” item as follows (note: this also supports removing the explicit allowance for maintenance

vehicles above – no need to mention both allowing and excepting from prohibiting, as those are the same):

“Automobiles or trucks, except for authorized maintenance and emergency vehicles.”

Editorial suggestion: move “motorized street/trail bikes” to the end of the list and add “other than electric bikes” to clarify that electric bikes are not motorized street/trail bikes, as noted in City Code Section 78-95(3).

Unclear/ambiguous: the item “motorized street/trail bikes” may be better covered by the defined term “motor driven cycle” in the City Code, which matches the State Code, and specifically provides that bicycles with motors attached are motor driven cycles.

Editorial suggestion: if the change from “golf cart” to “motorized cart” or “personal transportation vehicle” or “PTV” and/or the change from “LSMV” to “LSV” is made, then these should be updated here too. Alternatively, this could be combined into a single “Vehicles that are permitted with registration, but are not so registered.”

Unclear/ambiguous: unless there has been a consistent issue, gasoline powered scooters are included in the City Code definition of “motorized play vehicle” and already included in the list. If this is kept, add a hyphen “-” between “gasoline” and “powered.”

Editorial suggestion: because the only current exception to the “designed for more than 20 mph” is LSMVs (but the City should consider allowing class 3 electric bicycles that have a limiter too), this should be reworded as follows (if change to LSV is made, update here too):

“Any vehicle designed or modified to exceed 20 mph, except for LSMVs that are in a mode restricting their speed to 20 mph or less, as permitted above.”

Page 6

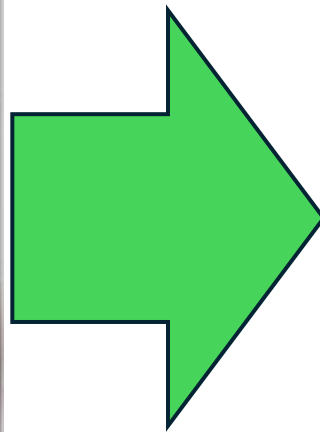
Editorial suggestion: add “using the code above” after “on the paths.”

Editorial suggestion: replace “ordinance or law” with “City ordinances or State law.”

Editorial suggestion: replace “911” with “9-1-1” to match State Code (see OCGA 46-5-122).

Editorial suggestion: “Police Officer” should be lowercase.

Improvements to NAVIGATE PTC



Transportation Advisory Group
June 24, 2024



Why Propose Changes Now?

Focus app utility to Path Users

Prioritize buttons to top for Key Info & Safety before links to City website

Social Media questions answered

What's going on in PTC?

Report a path incident or injury

Report downed tree or
path repair needed

What are the **Path Rules**?

Additions -

*Where can I get/find a **bike** or **cart**
(service -buy, rent, repair, tow)?*



Visit Peachtree City

1h · 🌐



Life on the trails. Are you planning a visit or hosting guests? You can cruise to almost any destination - from hotels and restaurants to parks and shopping. Our convenient transportation choice is a local lifestyle, and fun for visitors. Rent a cart from any of the cart dealers in town, or head out on two wheels by renting a bike from [Trek Bicycle Peachtree City](#), or [Pedego Electric Bikes Peachtree City](#).

Learn more 🙌 <https://visitpeachtreecity.com/.../explore-100-miles-of.../>
#OutdoorAdventure #VisitPeachtreeCity #CartLife



Visit Peachtree City is promoting cart and bike rentals from our local businesses but the app doesn't assist finding a renting shop, contacting a shop for help or returning the rental.

YELP Shopping search does not locate these local businesses *who support path users*



yelp Bike Shops, Peachtree City GA 30269

Search Category Results:

Bikes

Bike Repair/Maintenance

Bike Rentals

Sporting Goods



2. Atlanta Trek

★★★★☆ 4.1 (14 reviews)

Bike Rentals Bikes Bike Repair/Maintenance \$\$\$

Open until 6:00 PM

“I live in Atlanta, and have a number of **bike shops** closer to me, but this will be my bike store from...” [more](#)



3. Pedego Electric Bikes Peachtree City

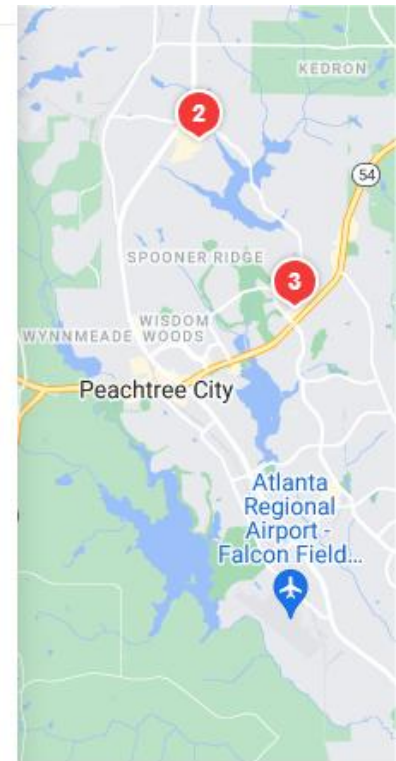
★★★★★ 5.0 (1 review)

Bikes Bike Repair/Maintenance Bike Rentals

Closed until 10:00 AM tomorrow

“He is very knowledgeable and took the time to show us all the features of the **bike** since we had not...” [more](#)

✓ Delivery ✓ Takeout





yelp Golf Carts, Peachtree City GA 30269

Search Category Results:

Golf Cart Dealers

Golf Cart Rentals

3 Guys Golf Carts

Big O's Golf Carts

Bintelli Golf Carts

Botero Carts

Bulldog Golf Carts

Discount Golf Carts/Volt

Georgia Peach Rentals

Golf Cart Masters

Golf Rider

GoTow Rescue & Repairs

Johns Golf Car Service

Peachtree City Golf Carts

ROC Wheels LLC

273 Highway 74 N

121 Huddleston Rd

101 N Peachtree Pkwy

237 Senoia Rd

142 Huddleston Rd

127B Huddleston Rd

2717 Highway 54

313 Dividend Dr St 500

112 Huddleston Rd

100 Clover Green

253 Tiger Way

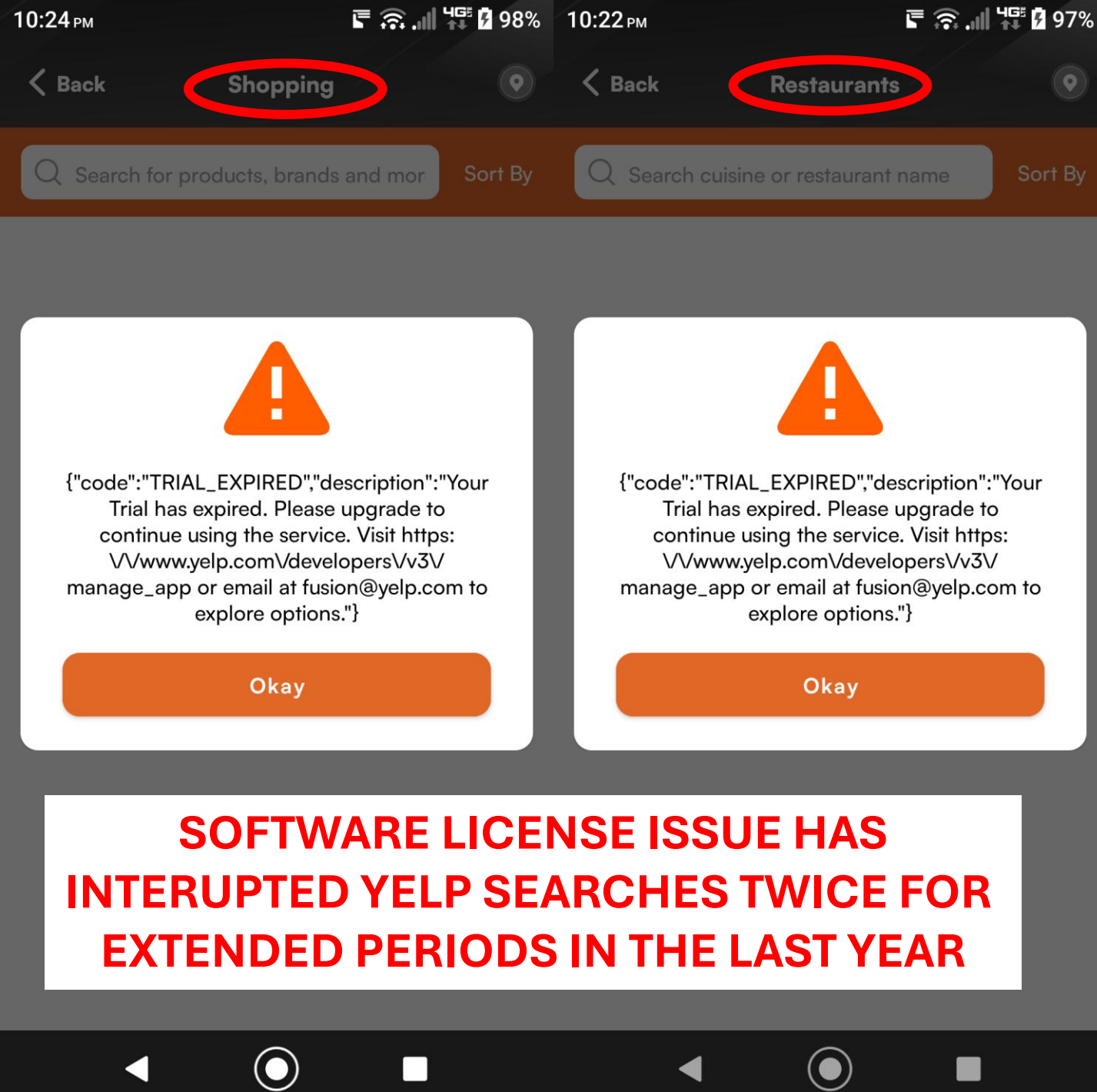
207 Huddleston Rd

150 Huddleston Rd

Not presently YELP listed / GOOGLE Search:

Voyager Electric Vehicles

1000 Crosstown Dr



LONG-TERM SOLUTION NEEDED

CITY OF PEACHTREE CITY

TRANSPORTATION ADVISORY GROUP

MEETING AGENDA ITEM MEMORANDUM

MEMO TO: Jonathan Miller, Director of Public Works
FROM: Keith Larson, TAG Member
DATE: June 18, 2025
SUBJECT: Safety - Highway City Entry Signs for PTV Use

Recommendation:

Peachtree City Public Works installs the Personal Transport Vehicle traffic warning signs required by Georgia on State Highway 54 and State Highway 74 entries. Further, the signs should be also added at significant local roads entering the City, to include Ebenezer Road, Peachtree Parkway, Redwine Road, Robinson Road, Rockaway Road, Senoia Road and Spear Road.

Discussion:

The following traffic safety sign is required.

2024 CODE OF GEORGIA

Title 40 - MOTOR VEHICLES AND TRAFFIC

Chapter 6 - UNIFORM RULES OF THE ROAD

Article 13 - SPECIAL PROVISIONS FOR CERTAIN VEHICLES

Part 3 - PERSONAL TRANSPORTATION VEHICLES

Section 40-6-331 - Designated areas of operation; PTV licensing requirements and operating standards; signage;

(c) Each local authority permitting the use of PTVs upon the public streets within its jurisdiction shall erect signs on every highway which comprises a part of the state highway system at that point on the highway which intersects the corporate limits of the municipality or boundaries of the county. Such signs shall be at least 24 by 30 inches in area and shall warn approaching motorists that PTVs are authorized for use on public streets. All costs associated with such signs shall be funded entirely by the local authority. Ordinances establishing operating standards for PTVs shall not be effective unless appropriate signs giving notice are posted as required by this subsection.

**AUTHORIZED
ON CITY
STREETS
AND CROSSINGS**



Example Highway Sign using W11-11 Vehicular Traffic Warning Sign, MUTCD.