



Transportation Advisory Group

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

Meeting Agenda

July 8, 2025 | 6:00 PM

Community Room, 153 Willowbend Road

- 1. Call to Order**
- 2. Public Comment**
- 3. Minutes**
 - A. June 24, 2025 Minutes
- 4. Local and Regional Transportation Project Status Review**
- 5. Old Agenda Items**
 - A. Recap of June 24, 2025 meeting
 - i. Control Motorized Cart Access to Spyglass Island
 - ii. Improvements to Navigate PTC App
 - iii. Highway Signs Alerting PTV Use on City Streets
 - iv. Bike Repair Stand Donation Proposal
 - B. Bike Rack locations recommendations for 2026
 - C. Measures to mitigate safety concerns throughout the multi-use path system
 - i. City Ordinances - Electric Devices Updates
 - ii. City Ordinances - Penalties for Violation Updates
 - iii. Cart and eBike Path Safety Checks
 - D. Promotional and Educational Strategies for Transportation Awareness and Safety
 - i. Improvement to City brochure about the multi-use path system
 - ii. Helmet usage promotion for children and adults on bicycles, scooters, etc.
 - iii. City Ordinances governing required youth training
 - iv. Public Outreach on Path Safety
- 6. New Agenda Items**
 - A. HAWK crossing and PHB crossing issues
 - B. Tunnel Clearances on Multi-Use Paths - Safety and ADA Implications
- 7. Upcoming TAG meetings dates and times**
 - A. July 22, 2025
 - B. August 12, 2025

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.

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 Council Chambers at City Hall

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, June 24, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for its regular meeting on Tuesday, June 24, 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, and Blake Hayes, along with ex-officio member Public Works Director Jonathan Miller. Amanda Toronto attended virtually. Alan Reeves and Brian Bartal were absent. Assistant Public Works Director DeMarcus Hunter, Assistant City Manager Chris Hobby and two citizens were also present.

Schultz explained that he had to leave the meeting after about 30 minutes. There would then be no quorum present, and the meeting would be adjourned.

Because of that, Larson made a motion to move to the beginning of the New Agenda section items 6A #3, Control Motorized Cart Access to Spyglass Island, and 6B #5 and #6, Improvements to Navigate PTC App and Highway Signs Alerting PTV Use on City Streets. James seconded. Motion carried unanimously.

Public Comment

None

Minutes

A. June 10, 2025 Minutes

Larson moved to approve the June 10, 2025, meeting minutes. James seconded. Motion carried unanimously.

Transportation Updates from Local Municipalities

PeopleForBikes.org

Larson announced that PeopleForBikes.org had released its city bike ratings, which were based on the quality of the bike network. Peachtree City was listed as a city on the rise for the second consecutive year and was ranked 228th in the United States, 16th in the South, and second in Georgia.

Bike Repair Stand Donation

At the last TAG meeting, Larson presented a proposal for Southside Cycling Club to donate a bike repair stand to the City. If TAG voted to move ahead, he would forward this proposal to the City Manager to be placed on the next Council meeting agenda. Larson said the club's board had approved the donation. Miller confirmed that the City Manager would decide where the stand would be located.

Hayes moved that TAG recommend to City Council that they accept this donation as presented in the agenda. James seconded. Motion carried unanimously.

Old Agenda Items

A. Bike Rack locations recommendations for 2026

New Agenda Items

A. Measures to mitigate safety concerns throughout the multi-use path system

1. City Ordinances - Electric Devices Updates

Schultz said he was fine on time, so they moved back to discuss how the City could keep pace with the new types of motorized vehicles and give Code Enforcement and the Police the tools they needed to cite people with vehicles that were not legal on the paths. Larson said E-bikes that were capable of speeds more than 20 mph were not legal on the paths, on nature trails, or on the streets unless they were licensed as motorcycles.

He presented a summary of the types of vehicles missing from the City ordinance. Overall, Larson stated, the ordinance needed updating and that could serve as a springboard to public education about what was permitted. He asked the other members to think about what was needed in an ordinance update and send their ideas on to him.

Toronto said she wanted to get the message out to the public before they purchased these vehicles to let them know they were not legal on the paths. Larson said that was one of his recommendations.

Hayes pointed out that there were no speed limits on the paths; State law did not allow it. The City controlled speed by defining what vehicles could access the paths. Some people were misled by the dealers when they bought their vehicles, and Hayes suggested putting a statement on the registration forms that said the owner understood that their vehicle could not go more than 20 mph.

Schultz said it seemed there were a couple of things going on here. They were looking at ordinance changes, along with education and outreach, plus enforcement. He thought Larson had done a great job listing all the banned vehicles but noted there would be more types in the future. The ordinance already stated that if a vehicle went more than 19 mph, it was illegal. James, too, said parents needed to be made aware of what was legal on the streets and paths.

The first thing was to define what was legal and that would give them the means for a public education campaign. That could lead into Hayes' idea of cleaning up the path rules brochure.

Schultz recommended they continue this discussion at the next meeting.

2. City Ordinances - Penalties for Violation Updates

3. Control Motorized Cart Access to Spyglass Island

There was a memorandum describing this situation in the agenda packet. Larson related that Spyglass Island Park was created as a project of the 2017 Special Purpose Local Option Sales Tax (SPLOST), and the scope of the project said carts would not be allowed on the island. However, a gate was never installed, and carts were accessing the island and destroying the surface. The Recreation Master Plan cited this as a problem that needed rectifying. Larson said the City would still be able to open the gate under special circumstances, such as to provide parking for the July 4th fireworks show.

Hayes moved that TAG recommend to the City Manager that Public Works install a locked gate and barrier to block motorized cart access to Spyglass Island except for approved special events. James seconded. Motion carried unanimously.

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

The Navigate PTC App, which offered directional guidance and other assistance for the path network, needed some tweaks to improve functionality. Larson said one upgrade would be to move the buttons that offered help on reporting problems or referencing path rules, for instance, so that users did not have to scroll through the app screen. Also, the shopping link button did not provide directions to cart and bike rental shops, making it difficult for visitors to return their rentals. Links to cart towing and repair shops could also be added. Larson said he had talked about this with the Visit PTC Director, and he concurred.

Hayes moved that TAG recommend that the City Manager consider making the

changes to the Navigate PTC App based on the presentation in the agenda packet. James seconded. Motion carried unanimously.

6. Highway Signs Alerting PTV Use on City Streets

Larson said TAG should consider a recommendation that Public Works install the Personal Transport Vehicle (PTV) traffic warning signs required by Georgia Code on SR 54 and SR 74 entries into the City. He also suggested signs be added at significant local roads entering the City. This was especially needed to alert visiting motorists about the presence of carts crossing the roads.

Larson showed an example of the type of sign required but said Public Works could figure out a design as long as it met State standards. Hayes said that would be fine, legally. He noted that the law required signs only on State highways, but Larson had proposed them for other roads. He said he thought that should be a separate motion because those were not required by law.

Schultz said he was in favor of these signs because visitors were often confused when encountering carts on the road. Toronto agreed.

Hayes moved that TAG recommend to the City Manager that Peachtree City Public Works design and install the PTV traffic warning signs required by the Official Code of Georgia Annotated Section 40-6-331 on the State Highway system at every point where it intersected the City limits. James seconded. Motion carried unanimously.

Hayes moved that TAG recommend to the City Manager that Public Works install warning signs mentioned in the Official Code of Georgia Annotated Section 40-6-331 on the following roads: Ebenezer Road, Peachtree Parkway, Redwine Road, Robinson Road, Rockaway Road, Senoia Road and Spear Road at the points where they intersected the City limits. Larson seconded. Motion carried unanimously.

Upcoming TAG meeting dates and times

A. July 8, 2025

B. July 22, 2025

Adjourn

Larson moved to adjourn at 6:39 p.m. Hayes 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: July 2, 2025

SUBJECT: 2026 Bicycle Parking Rack Location Recommendations

Recommendation:

The Transportation Advisory Group completes a review of member inputs to provide a recommendation to the City Manager for Fiscal Year 2026 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 TAG completed an initial roster at the June 10th meeting of recommended City facility locations for installation in 2025. Those recommendations have already been forwarded to the City Manager.

The members are now working to recommend additional locations for possible 2026 procurement and installation. The Fayette County Recreation Director said that they are also interested in installing County-unique bicycle parking racks at the two County parks located in Peachtree City – Lake Kedron and Lake McIntosh.

The consolidated inputs provided will be reviewed at the July 8th TAG meeting to form a consensus on proposed future locations for FY26 and beyond.

Personal Transportation Vehicle

40-1-1(43.4) 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 some local ordinances;

AND

Any motor vehicle: (i) with a minimum of four wheels; (ii) capable of a maximum level ground speed of less than 20 miles per hour; (iii) with a maximum gross vehicle unladen or empty weight of 1,375 pounds; (iv) capable of transporting not more than eight persons.

Does not include mobility aids, including electric personal assistive mobility devices, power wheelchairs, and scooters, that can be used indoors and outdoors for the express purpose of enabling mobility for a person with a disability. The term also does not include any all-terrain vehicle or multipurpose off-highway vehicle.

(Example: vehicles similar in size and form to a golf cart but used for any purpose other than golf)

Golf Carts

40-1-1(17.3) 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 vehicle to be considered a golf car or golf cart, its average speed shall be less than 15 miles per hour.

*(Note: if vehicle is used for any purpose other than golf on a golf course, it is **not** a golf cart under this definition)*

Motorcycles¹

40-1-1(29) Every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor, all-terrain vehicle and moped.

Mopeds

40-1-1(28) Moped: A motor driven cycle equipped with two or three wheels, with or without foot pedals to permit muscular propulsion, and an independent power source providing a maximum of two brake horsepower. If a combustion engine is used, the maximum piston or rotor displacement shall be 3.05 cubic inches (50 cubic centimeters) regardless of the number of chambers in such power source. The power source shall be capable of propelling the vehicle, unassisted, at a speed not to exceed 30 miles per hour (48.28 kilometers per hour) on level road surface and shall be equipped with a power drive system that functions directly or automatically only, not requiring clutching or shifting by the operator after the drive system is engaged.

Note: Electric rideshare scooters (e.g., “Bird” and “Lime” scooters) generally meet the definition of a moped.

¹ Motorcycles and mopeds also fit within a larger class of vehicles defined as “motor driven cycles” by 40-1-1(30)

Bicycles/Electric Assisted Bicycles

40-1-1(6) Bicycle: Every device propelled by human power upon which any person may ride, having only two wheels which are in tandem and either of which is more than 13 inches in diameter.

40-1-1(15.3) Electric assisted bicycle (EAB): A device with two or three wheels which has a saddle and fully operative pedals for human propulsion and also has an electric motor having a power output of not more than 750 watts.

40-6-300 Classes of EABs

Multipurpose Off-Highway Vehicle

40-1-1(33.1): any motorized vehicle having features specifically intended for utility use and having the following characteristics:

- (A) Has the capability to transport persons or cargo or both;
- (B) Operates between 25 miles per hour (40.2 kilometers per hour) and 65 miles per hour (104.6 kilometers per hour);
- (C) Has an overall width of 80 inches (2,030 millimeters) or less, exclusive of accessories or attachments;
- (D) Is designed to travel on four or more wheels;
- (E) Uses a steering wheel for steering control;
- (F) Contains a nonstraddle seat;
- (G) Has a gross vehicle weight rating of less than 4,000 pounds (1,814 kilograms); and
- (H) Has a minimum cargo capacity of 350 pounds (159 kilograms).

All-Terrain Vehicles

40-1-1(3) A motorized vehicle originally manufactured for off-highway use which is equipped with three or more nonhighway tires, is 80 inches or less in width with a dry weight of 3,500 pounds or less, and is designed for or capable of cross-country travel on or immediately over land, water, snow, ice, marsh, swampland, or other natural terrain.

Low-Speed Vehicles

40-1-1(25.1) Any four-wheeled vehicle whose top speed attainable in one mile is greater than 20 miles per hour but not greater than 25 miles per hour on a paved level surface and which is manufactured or converted to comply with standards based upon those federal motor vehicle safety standards for low-speed vehicles set forth in [49 C.F.R. Section 571.500](#), as amended.

Electric Personal Assistive Mobility Devices

40-1-1(15.4) A self-balancing, two non-tandem wheeled device designed to transport only one person and having an electric propulsion system with average power of 750 watts (1 horsepower) and a maximum speed of less than 20 miles per hour on a paved level surface when powered solely by such propulsion system and ridden by an operator who weighs 170 pounds.

(Example: vehicle commonly referred to as a “Segway”).



2024

GEORGIA

CHARGING LOW-SPEED & SMALL VEHICLES

Colonel W. W. Hitchens III
Commissioner
Georgia Department of Public Safety

www.dps.ga.gov

DPS-34 (07/2024)

LAWS APPLICABLE TO CLASSES OF LOW-SPEED AND SMALL VEHICLES WHILE OPERATING ON THE HIGHWAY¹
REVIEW DEFINITIONS ON REVERSE SIDE TO DETERMINE WHAT TYPE OF VEHICLE IS APPLICABLE

Type of Vehicle <i>(location of definition)</i>	Personal Transportation Vehicle² 40-1-1(43.4)	Golf Cart 40-1-1(17.3)	Motorcycle 40-1-1(29)	Moped 40-1-1(28)	Bicycle / Electric Asst. Bicycle 40-1-1(6) & (15.3); 40-6-300	All-Terrain Vehicle 40-1-1(3)	Multipurpose off-highway vehicle § 40-1-1 (33.1)	Low-Speed Vehicle 40-1-1(25.1)	Electric Personal Assistive Mobility Device 40-1-1(15.4)
Registration Required?	NO if electric; YES if gas powered OCGA § 40-2-20(b)(5)	NO OCGA § 40-2-20(b)(7)	YES OCGA § 40-2-20	NO OCGA § 40-2-20(b)(6)	NO OCGA §§ 40-2-20; 40-6-291(a)	YES OCGA § 40-2-20	YES OCGA § 40-2-20	YES OCGA § 40-2-20	NO OCGA §§ 40-2-20 40-1-1(15.4)
Driver's License / Age Requirement?	License required UNLESS exempt under ordinance OCGA §§ 40-5-20; 40-6-331	License required (on highway) OCGA § 40-5-20	Class M license required (except "Slingshots" – Class C required) OCGA §§ 40-5-20; 40-5-23	License OR permit required. Must be 15 or older. OCGA § 40-6-351	No age or license req'd for bicycle or Class I or II EAB. Must be 15 or older BUT no license req'd for Class III EAB. OCGA §§ 40-5-20; 40-6-303	License required OCGA § 40-5-20	License required OCGA § 40-5-20	License required OCGA §§ 40-5-20; 40-6-360	No license required. Must be 16 or older on highway. No age req't on sidewalk. OCGA § 40-6-325(b)
Proof of Insurance Required?	NO if electric; YES if gas powered OCGA §§ 40-6-10; 33-34-4	NO OCGA §§ 40-6-10; 33-34-4	YES OCGA § 40-6-11	NO OCGA §§ 40-6-10; 33-34-4	NO OCGA §§ 40-6-10; 33-34-4	YES OCGA §§ 40-6-10; 33-34-4	YES OCGA §§ 40-6-10; 33-34-4	YES OCGA §§ 40-6-10; 33-34-4	NO OCGA §§ 40-6-10; 33-34-4
DUI Applicable?	YES OCGA § 40-6-391	YES OCGA § 40-6-391	YES OCGA § 40-6-391	YES OCGA § 40-6-391	YES §40-6-391; must also charge 40-6-291	YES OCGA § 40-6-391	YES OCGA § 40-6-391	YES OCGA § 40-6-391	YES BUT... charge under OCGA § 40-6-326
Implied Consent Applicable?	YES OCGA §§ 40-5-55; 40-5-67.1	YES OCGA §§ 40-5-55; 40-5-67.1	YES OCGA §§ 40-5-55; 40-5-67.1	YES OCGA §§ 40-5-55; 40-5-67.1	NO OCGA §§ 40-5-55; 40-5-67.1	YES OCGA §§ 40-5-55; 40-5-67.1	YES OCGA §§ 40-5-55; 40-5-67.1	YES OCGA §§ 40-5-55; 40-5-67.1	NO OCGA §§ 40-5-55; 40-5-67.1
Reckless Driving Applicable?	YES OCGA § 40-6-390	YES OCGA § 40-6-390	YES OCGA § 40-6-390	YES OCGA § 40-6-390	YES §40-6-390; must also charge 40-6-291	YES OCGA § 40-6-390	YES OCGA § 40-6-390	YES OCGA § 40-6-390	YES OCGA § 40-6-390
Seatbelt Requirements Applicable?	NO OCGA § 40-8-76.1(c)(6)	NO OCGA § 40-8-76.1(c)(6)	NO OCGA § 40-8-76.1(a)	NO OCGA § 40-8-76.1(a)	NO OCGA § 40-8-76.1(a)	POSSIBLY³ OCGA § 40-8-76.1	YES OCGA §§ 40-8-76.1; 40-6-359	YES OCGA § 40-8-76.1	NO OCGA § 40-8-76.1
Child Seats Required?	NO OCGA § 40-8-76	NO OCGA § 40-8-76	NO, but see seating requirements of OCGA § 40-6-311 OCGA § 40-8-76	NO OCGA § 40-8-76	YES, see code for requirements OCGA § 40-6-292	NO OCGA § 40-8-76	YES OCGA §40-8-76	NO OCGA § 40-8-76	Not Applicable OCGA § 40-8-76
Operable on Sidewalk?	NO, except upon driveways OCGA § 40-6-144	NO, except upon driveways OCGA § 40-6-144	NO, except upon driveways OCGA § 40-6-144	NO, except upon driveways OCGA § 40-6-144	NO, except upon driveways and children <12 by ordinance OCGA § 40-6-144	NO, except upon driveways OCGA § 40-6-144	NO except upon driveways OCGA § 40-6-144	NO, except upon driveways OCGA § 40-6-144	YES OCGA § 40-6-320
Limitations on highway operation?	Authorized only where speed limit is 25mph or less OCGA § 40-6-369.1	Regulated as a PTV if off golf course OCGA § 40-1-1(17.3)	NO, unless prohibited by DOT / sign OCGA § 40-6-54	State/local DOT can prohibit on roads as needed OCGA §40-6-54	NO, unless prohibited by DOT / sign OCGA § 40-6-54	NO, unless prohibited by DOT / sign OCGA § 40-6-54	Only on county road system OCGA § 40-6-362	Only where speed limit is 35mph or less OCGA § 40-6-362	Only where speed limit is 35mph or less or bike lane exists OCGA § 40-6-320
Lighting Requirements	Headlights, taillights, reflectors required, subject to same requirements as other motor vehicles. OCGA §§ 40-6-330.1; 40-8-20 through 40-8-35	Regulated as a PTV if off golf course OCGA § 40-1-1(17.3)	Same as other motor-driven cycles AND required to illuminate head/tail light at all times OCGA §§ 40-6-312, 40-8-20 through 40-8-35	Same as other motorcycles BUT not required to illuminate head/tail light at all times) OCGA §§ 40-6-350, 40-8-20 through 40-8-35	Headlight and taillight OR rear reflector required at night OCGA § 40-6-296	Same as other motor vehicles OCGA §§ 40-8-20 through 40-8-35	Same as other motor vehicles OCGA §§ 40-8-20 through 40-8-35	Same as other motor vehicles + EITHER a properly affixed emblem or an amber strobe light OCGA §§ 40-8-4; 40-8-20 through 40-8-35	Front, rear, side reflectors; headlight for night operation OCGA § 40-6-325
Other Requirements / Limitations	See OCGA §§ 40-6-330 through 331 and 363 through 369.1	Regulated as a PTV if off golf course OCGA § 40-1-1(17.3)	See OCGA §§ 40-6-310 through 316	See OCGA §§ 40-6-350 through 354	See OCGA §§ 40-6-290 through 298 (bicycles); 40-6-300 through 303 (EABs)	Generally subject to all rules of the road if operated on highway ⁴	Generally subject to all rules of the road if operated on a county road OCGA § 40-6-360	See OCGA §§ 40-6-360 through 362	See OCGA §§ 40-6-320 through 327

¹ Vehicles operated OFF the highway (as defined by O.C.G.A. § 40-1-1(19) as the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.) are *not* subject to these laws but may be subject to other laws or local ordinances. ² Requirements for these vehicles may be altered by local ordinance, especially if ordinances existed prior to January 1, 2012

³ Required if capable of a top speed of greater than 20 mph AND not in use by connection with farming operation by operator 18 years of age or older

⁴ See Op. Att'y Gen. No. 2007-3.

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.



MULTI-USE PATH SYSTEM RULES



**DOWNLOAD FULL
RULES HERE**

*Please refer to City Ordinance
Section 78 and O.C.G.A Title 40 for
additional local and state law
governing golf cart operation.*

Low-Speed Motor Vehicle

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

EPAMD

Electric Personal Assistive Mobility Device

- Only those with a valid driver's license or 18+ may operate EPAMDs on City paths.
- Registration/decal required (like golf cart).
- EPAMDs must have reflectors and, if used at night, a headlight.
- EPAMDs may not be operated at a speed greater than 7 mph on any path or sidewalk, or 15 mph on any other city right-of-way.
- EPAMDs cannot be operated with more than a single user at any time.

PETS

- Pets must be ON LEASH no longer than 6 feet on paths.
- Make sure pets on extendable leashes do not block the path for other users. If walking a pet on a cart, put pet on the right side of cart.
- Clean up after pets. Do not let pets go into private yards adjacent to paths.
- Pet owners can be held legally and civilly liable.

GOLF CART RULES



- Cart Registration Required - All carts must be registered with Peachtree City within 10 days of purchase (change in address/contact information required within 60 days of move).
- No one may sit in the driver's lap while cart is in motion. (This includes children.)
- No standing while cart is in motion or hanging on to cart in motion.
- Keep hands and feet inside cart while the cart is in motion – serious injuries can occur.
- Paths must be used instead of parallel city streets (excluding private golf course paths). No carts on or across Hwy 54, Hwy 74, Peachtree Pkwy, or Crosstown Rd except via bridges, tunnels, authorized crossings.
- Carts driven at night must be equipped with functional headlights and tail lights.
- All laws and ordinances that apply to traffic on roadways, including distracted driving/hands free requirements, open container laws, and driving under the influence (DUI), also apply to the paths and will be strictly enforced.
- A driver cannot have a phone in their hand or use any part of their body to support their phone, while driving.

TIPS

- Re-key your cart with a unique key to deter theft.
- Consider chaining the frame to a fixed point or utilize a steering wheel locking device if leaving cart for extended periods.
- Insurance coverage, while not currently required, on carts is highly recommended.
- Take photos of your cart and its serial number for ease in future identification if it is reported stolen or needed later for an insurance claim.

WHO CAN DRIVE?

- Those 16 or older, with or without driver's license (unless license has been suspended or revoked).
- 15-years-olds with a valid learners permit (unless suspended or revoked) in their possession. If unaccompanied by a parent, grandparent, or person 18 or older, they may drive accompanied by one other person at least 15 years old, or may be accompanied by up to 3 immediate family members.
- 15-years-olds with NO learner's permit must be accompanied in the front seat by a parent, grandparent, legal guardian, or a person age 18 or older with a valid driver's license.
- Those 12, 13 & 14 years old must be accompanied in front seat by a parent, grandparent, or guardian.
- No one under 12 years old may drive a cart.



RULES FOR *ALL* PATH USERS

- No racing of any form, except for special events approved by the city.
- No blocking public access, except for special events approved by the city.
- No loitering on bridges or in underpasses.
- Normal rules of the road apply to the paths. When approaching oncoming path users, each user shall move to his right side of the path, passing on the left side of the path.
- Pedestrians should be given right of way by all other path users.
- Trash must be put in designated receptacles or held for disposal later. Fines double for littering on the paths.
- Helmets **REQUIRED** for **ALL OPERATORS** of electric play vehicles, regardless of age.
- An audible warning is required from all path users when approaching pedestrians from behind.

ALLOWED ON THE PATHS?

YES!

- Pedestrians
- Non-motorized vehicles
- Roller skates, roller blades & skateboards (daylight only).
- Registered golf carts
- Registered LSMVs in mode restricting vehicle speed to 20 mph or less.
- Emergency & authorized maintenance vehicles.
- Bicycles (traditional / electric)
- Wheelchairs
- Electric play vehicle (electric scooter, electric skateboard, electric unicycle).
- Registered electric personal assistive mobility devices (EPAMDs, like Segways).

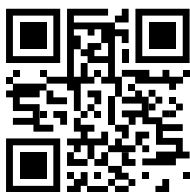
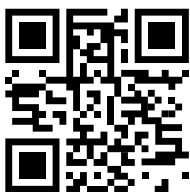
NO!

- Motorized play vehicles (any motorized vehicle that is not listed above).
- Automobiles or trucks (except authorized maintenance and emergency vehicles).
- Motorcycles, motorized street/trail bikes, minibikes, or mopeds
- Horses
- Go-carts
- Unregistered golf carts, LSMVs, or EPAMDs
- Gasoline powered scooters
- Any vehicle designed or modified by anyone to exceed 20 mph (except as permitted above).



**REPORT A PROBLEM
ON THE PATHS**

Download **NAVIGATE PTC**



If you see a violation of ordinance or law, call 911 for emergencies or 770-461-HELP for nonemergencies to have a Police Officer dispatched to the location. Try to obtain the cart decal number whenever possible.

The background image shows a golf course setting. A blue golf cart with a dark canopy is parked on a paved path. Behind the cart is a low, multi-tiered stone wall. To the left of the cart, there is a black signpost with a red hand symbol (stop sign) and a silver metal post. The scene is outdoors with green grass and trees in the background.

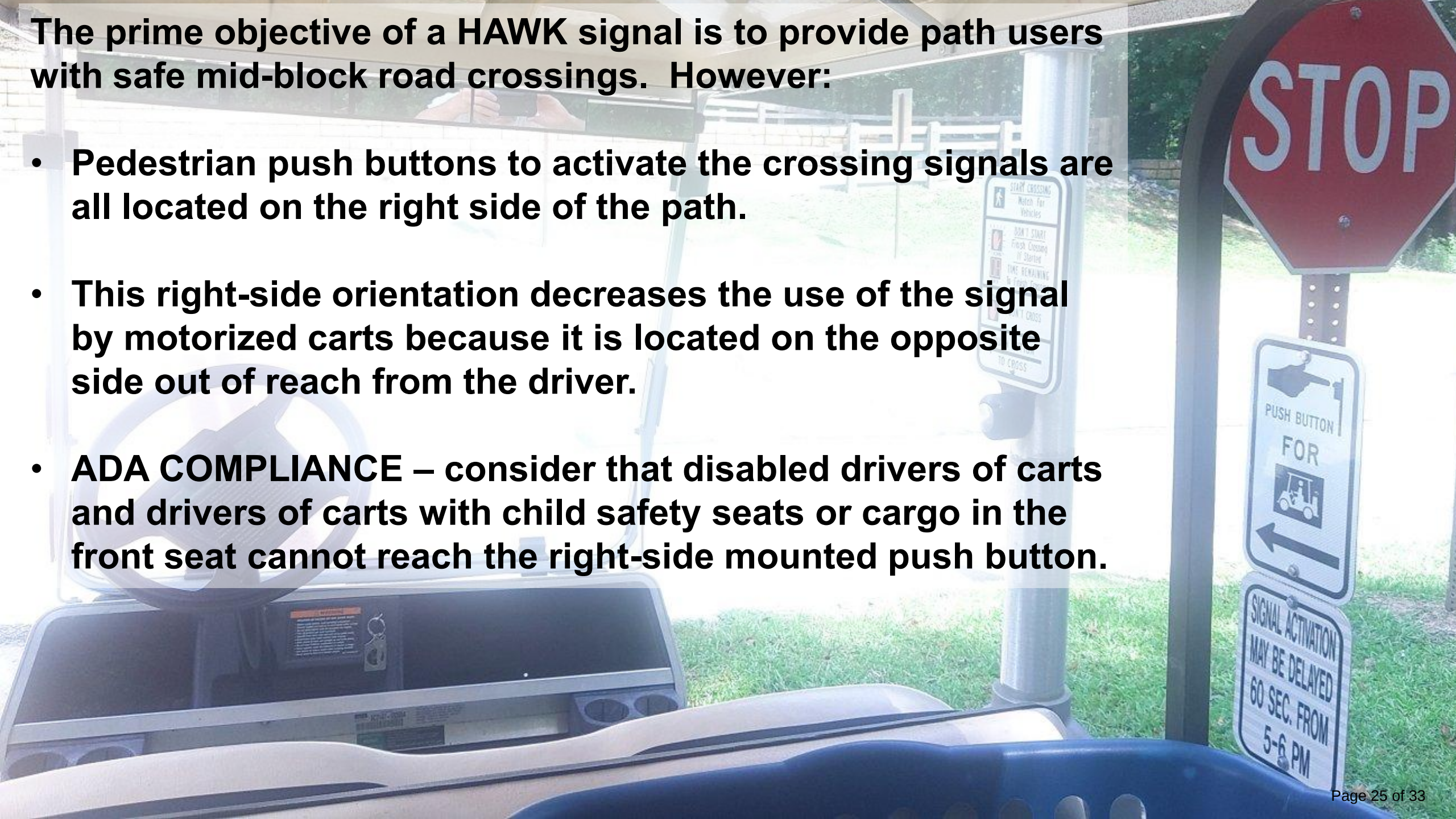
Improving High intensity Activated crossWalk (HAWK) Pedestrian Crossing Beacons / Pedestrian Hybrid Beacons (PHB) Safety

Safe crossings should not be out of reach

Transportation Advisory Group
July 8, 2025

The prime objective of a HAWK signal is to provide path users with safe mid-block road crossings. However:

- Pedestrian push buttons to activate the crossing signals are all located on the right side of the path.**
- This right-side orientation decreases the use of the signal by motorized carts because it is located on the opposite side out of reach from the driver.**
- ADA COMPLIANCE – consider that disabled drivers of carts and drivers of carts with child safety seats or cargo in the front seat cannot reach the right-side mounted push button.**



Rockaway Road HAWK Signal #1



Crosstown Road HAWK Signal #2



North Peachtree Parkway HAWK Signal #3



January 2025

KEDRON PEDESTRIAN HYBRID BEACON (A.K.A. HAWK SIGNAL)

at the Boat Dock Ramps and N. Peachtree Parkway

will become active on Monday, January 6, 2025.

Flash message boards have been placed along the roadway prior to activation.



Check out our FB video for a quick look into how the Pedestrian Hybrid Beacon, or Hawk Signal, operates



peachtreecitygov · Follow



peachtreecitygov 25w

This is a Friendly Reminder that the Kedron Pedestrian Hybrid Beacon (HAWK Signal) will be activated today (Monday, January 6, 2025)!

✓

What You Need to Know:

- The beacon enhances safety for pedestrians crossing the road.
- Electronic message boards have been installed to alert drivers about the upcoming activation.
- Curious about how it works? Check out the link below to watch a quick video guide!

<https://www.facebook.com/PeachtreeCityGA.gov/videos/1316636238891649>

Please stay safe and help us spread the word by sharing this update!



6 likes

January 6

Page 28 of 33

Recommendations

For all current and future Peachtree City HAWK/PHB installations:

- **Locate or duplicate the pedestrian push button to the left side of the path prior reaching the stop line.**
- **Consider adding Regulatory Sign R10-2 or R9-5 for path users on a post prior to reaching the push button location(s).**
- **Consider adding the left side push button boxes as a project to the ADA Transition Plan Update.**



*Custom Sign:
Golf Carts use
Ped Signal
(R9-5 variant)*

BACKGROUND REFERENCES

Public Right-of-Way Accessibility Guidelines

R307 Pedestrian Push Buttons and Passive Pedestrian Detection

R307.4 Location

Pedestrian push buttons shall be located no greater than 5 feet from the side of a *curb ramp* run or the edge of the farthest associated *crosswalk* line from the center of the intersection. *Pedestrian push buttons* shall be located between 1.5 and 10 feet from the edge of the *curb* or pavement.

R307.4.1 Two Pedestrian Push Buttons on Same Corner

Where two *pedestrian push buttons* are provided on the same corner, they shall be 10 feet or more apart.

NOTE: There is no specification as to which side of the accessible route that the push button must be located but it must be within reach.

R406 Reach Ranges

R406.2 Reach Range Limits

For forward and parallel approaches, the high reach shall be 48 inches (1220 mm) maximum and the low reach shall be 15 inches (380 mm) minimum above the ground surface.

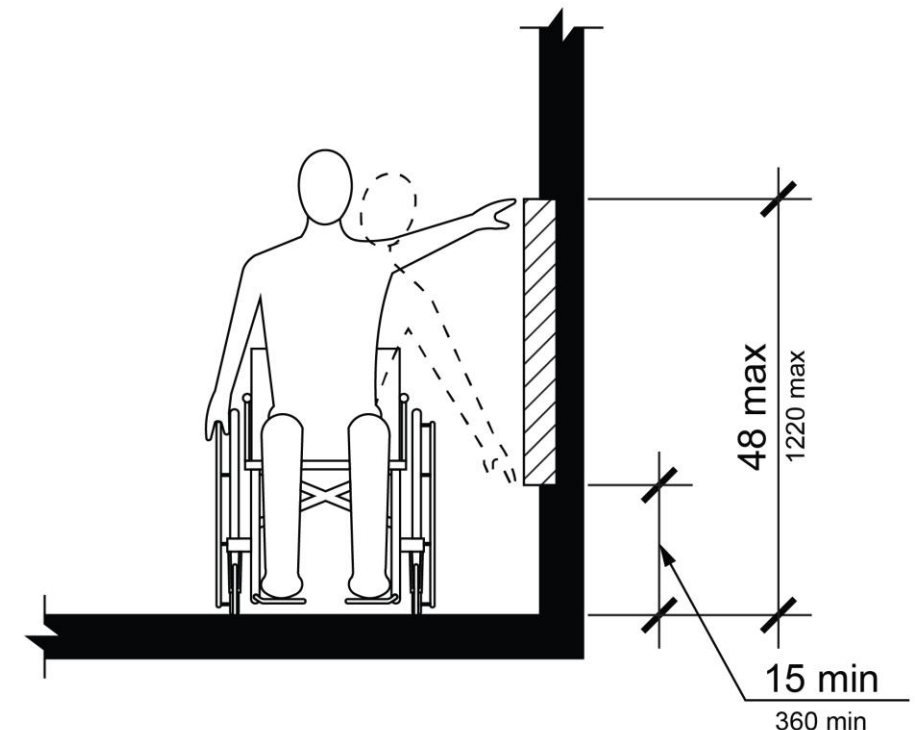


Figure R406.2(b) Side reach range limits

MUTCD 11th Edition

CHAPTER 4I. PEDESTRIAN CONTROL FEATURES

Section 4I.05 Pedestrian Detectors

04 - If pedestrian push buttons are used, they should be capable of easy activation requiring no more than 5 pounds of force, should not require tight grasping, pinching, or twisting of the wrist, and should be conveniently located near each end of the crosswalks.

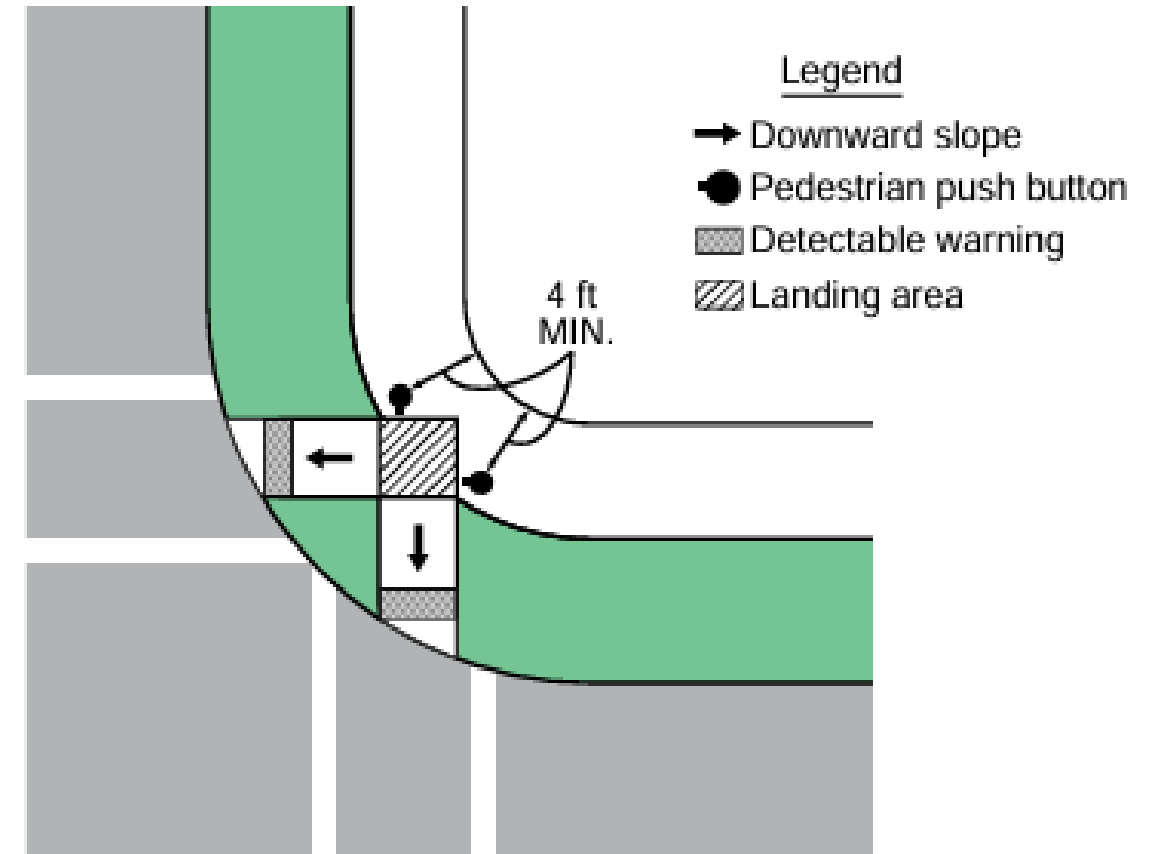
- A. Unobstructed and accessible within one or more of the reach ranges specified in Section 308, and from a clear ground space as specified in Section 305, of the 2010 ADA Standards for Accessible Design;
- B. To provide a wheelchair accessible route from the push button to the ramp;
- C. On the side of the curb ramp which is farthest from the center of the intersection;

09 - Figure 4I-3 shows typical pedestrian push button locations for a variety of situations.

NOTE: Push buttons are shown to be used on both sides of the accessible route

Figure 4I-3. Typical Push Button Locations

C – Perpendicular curb ramps with shared landing area



MUTCD 11th Edition

PEDESTRIAN SIGNS



Section 2B.58 Traffic Signal Pedestrian and Bicyclist Actuation Signs

R10-2 Cross Only on Signal Sign

The R10-2 sign indicates that pedestrians should only cross when signaled at designated crossing locations and is positioned to face oncoming pedestrians.

CUSTOM SIGNAGE: GOLF CARTS USE PEDESTRIAN SIGNAL

At signalized intersections that include multi-use path crossings, golf cart users should be directed to use the pedestrian signal. Since this is a relatively uncommon situation throughout the United States, the MUTCD does not have specific guidance or a standard sign intended to communicate this guidance. However, a modified version of MUTCD R9-5 can be used to clarify traffic control for golf cart users at signalized intersections.

The installation of secondary push buttons mounted on small poles, or passive detection devices can improve convenience for golf cart users.

TYPICAL APPLICATION

- » Multi-use path crossings at conventional signalized intersections
- » Mid-block multi-use path crossings where a Pedestrian Hybrid Beacon (PHB) has been installed

DESIGN FEATURES

- » Customized version of MUTCD R9-5
- » Sign should be installed near the edge of the path in the vicinity of where golf cart users will be crossing the street.



Modified R9-5 Sign



R9-5 Sign