



Transportation Advisory Group

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

Meeting Agenda

August 26, 2025 | 6:00 PM
Community Room, 153 Willowbend Road

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Announcements**
4. **Presentations**
5. **Public Comment**
6. **Agenda Changes**
7. **Minutes**
 - A. August 12, 2025 Minutes
8. **Old Agenda Items**
 - A. City Bicycle Parking Update
 - B. City Council Workshop- micro-mobility ordinance findings- review draft presentation
 - C. City Ordinance Updates- continued discussions
9. **New Agenda Items**
 - A. SR54 Path Bridge and side path design review
10. **Public Hearings**
11. **Member/Staff Topics**
 - A. Upcoming TAG meetings dates
 1. September 9, 2025
 2. September 23, 2025
12. **Adjourn**

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

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

This meeting will be held in the community room.

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, August 12, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for its regular meeting on Tuesday, August 12, 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, Blake Hayes, Amanda Toronto, and ex-officio member Public Works Director Jonathan Miller. Patrick James and Brian Bartal were absent. Public Works Assistant Director DeMarcus Hunter and City Councilman Clinton Holland also attended

Public Comment

Citizen Ken Witzel expressed his concerns about the electric vehicles, which encompassed e-bikes, scooters, skateboards, even motorcycles, being misused on the paths. He also pointed out that many children were riding without helmets. He suggested that the high school offer safety classes. He also wondered about how the path regulations were being enforced.

Larson said the Assistant City Manager had passed on a message from citizen Helen Korenda, and he had called her. Korenda reported that a group of teenagers had been recklessly riding electric motorcycles on the path, putting other users in danger. He said he assured her that TAG was aware of and working on recommendations to City Council regarding path safety issues.

Schultz emphasized that TAG was working on a proposed ordinance update, but it ultimately was up to staff and City Council as to what they wanted to do. Reeves added that the Peachtree City Police Department and the school offered path use safety classes for students every summer. The school resource officers also had path safety materials available throughout the year. He said he thought they would see much less misbehavior on the paths now that school was back in session.

Wetzel asked if liability insurance should be required to operate vehicles on the paths and also asked about requiring tags on the front and rear of the carts. Schultz told him they had already made a recommendation about decals that Council had adopted, and it would take effect with the next registration cycle. Hayes pointed out that certain parts of State law required certain vehicles to be insured and expressly did not require it for others.

Minutes

A. July 22, 2025 Minutes

Larson moved to approve the July 22, 2025, meeting minutes. Reeves seconded. Motion carried unanimously.

Local and Regional Transportation Project Status Review

Larson reported he addressed the Fayette County Transportation Committee the previous week about several path safety issues, including micromobility. He said he had been invited by Go Georgia to be a panelist at their bike/walk summit in October.

Hayes remarked that he had seen a sign at the city limits on SR 74 advising drivers of personal transportation vehicle use. Miller said signs were now up at every entrance to the city, and Hayes thanked Public Works for acting on this recommendation.

The flashing school zone signs had been installed by the City, Larson remarked, and Miller stated they were starting at elementary schools and were working their way up to eventually get them at all school zones.

The mirrors had been installed at the end of the Redwine Tunnel, Schultz reported, and a yellow line was in place to make it two lanes, unlike other cart path. He also saw a sign saying crossing Redwine was no longer allowed but thought a barricade might be needed.

Old Agenda Items

A. City Ordinance Updates

They then dived into their project of updating Chapters 70 and 78 of the Code of Ordinances. Schultz asked Miller to pull up the draft of Chapter 70 and thanked Larson for incorporating the changes suggested by other members. Larson said they would generate more recommendations for changes and modifications during their meeting that night and in the future.

Larson pointed out this was a massive undertaking to update two chapters of a code that had existed for more than 50 years. Several groups over the years had discussed path rule revisions, which had to accommodate changes in technology, changes in Georgia Code, and changes in building standards.

He set out a time for approaching Council with their findings regarding identifying the vehicles on the paths and also for changes in the ordinance regarding the operations along the paths. The schedule included visits to several City Council workshops for presentations, with a follow-up presentation of the suggested micromobility ordinance revisions at the October 16 Council meeting.

Hayes had pointed out that Peachtree City had traditionally used the term “multi-use path,” but that was not universally recognized. Larson said they should be using “shared-use path,” which was the lexicon used by national highway design standards and others, and Toronto had suggested they use the simpler “path” after the initial mention.

The group then dug down into suggested changes for Chapter 70 such as path rules for pedestrians and rules for nature trails. They discussed in-depth a variety of topics, including the types of vehicles allowed on the paths and the use of horns to alert other users when passing. At the close of the meeting, they again reviewed

the timeline.

New Agenda Items

Upcoming TAG Meetings Dates

A. August 26, 2025

B. September 9, 2025

Adjourn

There being no further business, Hayes moved to adjourn at 8:04 p.m. Reeves 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: August 20, 2025

SUBJECT: Bicycle Parking Rack Update

Recommendation:

The Transportation Advisory Group will briefly discuss bicycle parking options, to include if the City Staff should:

- Develop opportunities for private donations to install additional racks at public spaces
- Develop opportunities for direct purchase of this custom designed rack for installation by private property owners, ie commercial, industrial, institutional

Discussion:

Peachtree City has initiated installation 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.

TAG members made recommendations for the initial 30 bike parking racks for 2025 installation and also recommended additional locations for possible 2026 procurement and installation.

A local business is interested in purchase for installation of this custom-designed rack at his commercial location, and the possibility of a rack donation.

City Bicycle Parking Rack Update



Peachtree City, GA - City Government

August 18 at 1:00 PM · 🌐



👤 ✨ Check out the new bike racks! ✨ 👤

Custom Peachtree City bike racks are making their way around town! Installed by our [Peachtree City Recreation and Special Events](#) team, these colorful racks can already be found at:

- 📍 Planning Office (lower level of City Hall)
- 📍 [Peachtree City Library](#) (to be installed later this week!)
- 📍 Plaza between the Library & City Hall

More racks will soon be popping up in popular bike-riding areas! Keep an eye out, and we'll share more photos as installations continue.

[#PeachtreeCity](#) [#BikeFriendly](#) [#CommunityPride](#)



CITY HALL PLAZA





CITY LIBRARY



CITY HALL - LOWER

Bicycle Parking Rack Installation – Way Ahead

- Installation of the initial 30 bicycle parking racks purchased
- Installation of the donated bicycle repair stand and tire pump
- Procurement of additional racks – as funds are available

RECOMMENDATIONS:

- Develop opportunities for private donations to install additional racks at public spaces
- Develop opportunities for direct purchase of this custom designed rack for installation by private property owners, ie commercial, industrial, institutional

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: August 20, 2025

SUBJECT: Micromobility Ordinance Review

Recommendation:

The Transportation Advisory Group continues the review of City ordinance Chapter 70 and Chapter 78 governing micromobility vehicles and use on shared-use paths, natural surface trails, sidewalks and streets during July and August scheduled meetings to develop recommended changes for a summary findings presentation to the City Council by September. The reviews and edits will continue in September following the City Council Workshop until projected to be completed in October.

This review is an *iterative process*, to include feedback and recommended edits through meetings and transmitted by email until the desired outcome is reached.

Discussion:

City ordinances have not been updated to be consistent with changes to the Georgia Code governing all motorized and micromobility vehicles with safe operations.

City ordinances do not define or correctly describe the wide range of micromobility vehicles now offered to consumers and used by residents on neighborhood streets, shared-use paths, natural surface trails and sidewalks.

City residents frequently complain about unsafe threatening behaviors by drivers of motorized devices including electric motorcycles, electric dirt bikes and low-speed vehicles that should be expressly restricted or prohibited from operation in public spaces.

Public communications about path safety and operations should be updated to match Georgia Code and any changes to modernize the ordinances after approval by the City Council.

TAG CITY ORDINANCE UPDATE ROADMAP

- ✓ February 11th – TAG Meeting: Georgia Code and City Ordinance Updates–
Initial Review
- ✓ March 13th – TAG Meeting: Pending Georgia Code Changes for Miniature On-Road Vehicles – ***Initial Review***
- ✓ March 25th – TAG Meeting: City Ordinance Updates #1 - TAG proposals for golf cart registration decal positioning on rear of golf carts – ***Extended discussion***
- ✓ April – May – TAG Meetings, City Council Presentation: City Ordinance Update #1 - Golf Cart Registration Location - ***Recommendations***
- ✓ May-June – TAG Meetings: City Ordinance Update #2 - Golf Cart and Bicycle Parking Requirements for Planning Commission – ***Developments shared to UDO Committee***
- ✓ June 24th – TAG Meeting: City Ordinance Update #3 – Electric Devices Updates Needed for Safety – ***Initial Review***
- ✓ July 8th – TAG Meeting: City Ordinance Update #3 – Electric Devices, Penalties for Violations, Youth Training, Promotional and Educational Strategies for Transportation Awareness and Safety - ***Discussions***
- ✓ July 22nd / August 7th & 26th - TAG Meetings: City Ordinance Update #3 – Chapter 70 & 78 Edits – Round #1-#2 – ***Discussions***
- 26 AUG - TAG Mtg Ordinance review #3 for edits, Sept. City Council Workshop presentation review
- 4 SEP - City Council Workshop TAG presentation - "Micromobility Ordinance Findings" Intent is to present our findings and major recommendations for modernization of Chapter 70 & 78 ordinances to receive feedback from the Council on how to proceed with revisions. – ***Discussions***
- 9 SEP - TAG Mtg Ordinance review Round #4 for edits – ***Discussions***
- 23 SEP - TAG Ordinance review Round #5 for edits, Oct. City Council Workshop presentation review – ***Discussions***
- 2 OCT - City Council Workshop TAG presentation - "Micromobility Ordinance Revision Recommendations" – ***Discussions***
- 14 OCT - TAG Ordinance review Round #6 for final edits considering City Council guidance, Oct. City Council Meeting presentation review for adoption of ordinances – ***Concluding TAG Recommendations***
- 16 OCT - City County Meeting TAG presentation - "Micromobility Ordinance Revisions for approval"

NOTE: The 2026 City budget approval, other Council priorities and 2025 City elections may delay actions by the City Council for several months.



Micromobility Ordinance Findings

Presented by _____
TAG Members
Public Works Director Jonathan Miller

8/21 DRAFT Transportation Advisory Group

City Council Work Session
September 4, 2025

Purpose

Provide findings on potential City Ordinance revisions to Chapter 70 (Streets, Sidewalks and Other Public Ways) and Chapter 78 (Traffic) addressing shared path user safety concerns about new micromobility devices and other vehicles.

Recommend measures to mitigate safety concerns throughout the multi-use path system and city-maintained roadways.

Transportation Advisory Group
Part 1, Ch. 2, Art. V, Div. 8

Sec. 2-493. – Recommendations to city council generally

TAG Review of Micromobility Ordinance Findings

Current Situation

- 50 Years of Shared-Use Paths

Recommendations Summary

Ordinance Review

- Rules of the Road
- Design Standards, Shared Use Paths, Natural Surface Trails
- Path Rules
- Micromobility Definitions
- Georgia Code Authorized Devices and Vehicles
- Speed Zones
- Safety Education

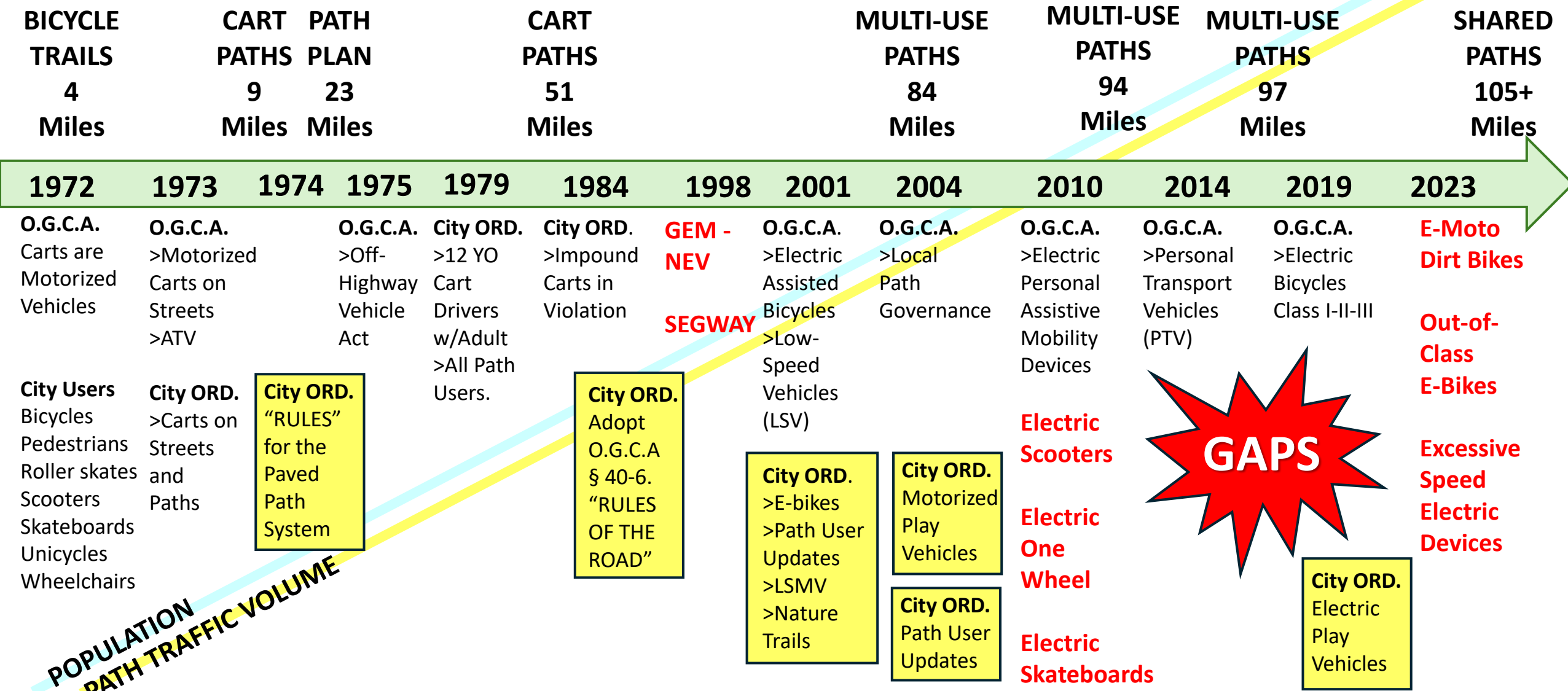
Implementation Strategy

Current Situation

- Many residents complain of path system safety issues and crashes that cannot be investigated due to location of registration decals on the side of carts fleeing the scene. Under reporting continues.
- Community perception that the City is indifferent to safety – with reckless cart drivers and other micromobility device users, unreported crashes, police & code enforcement shortfalls, no recent ordinance updates and lack of active public education.
- City Council interest in reviewing path safety issues and concerns based on continued resident public comment.

50 Years of Shared-Use Paths

DRAFT



Time to Overhaul Ordinance Chapters 70 & 78

Recommendations Summary

Revisions to Ordinances should:

- Address immediate resident safety concerns
- Simplify access to essential information
- Incorporate current Georgia Code definitions & operating parameters
- Fill all Ordinance gaps and loop-holes in safe operations
- Safeguard against consumer product exploitation of regulatory gaps
- Promote public traffic safety education and standards
- Enhance Police and Code Enforcement efforts

State Rules of the Road & Vehicle Standards

Adoption by reference.

Georgia Motor Vehicles and Traffic Title 40

- Chapter 6 – Uniform Rules of the Road
- *Chapter 1 – General Provisions*
- *Chapter 7 – Off-Road Vehicles*
- *Chapter 8 – Equipment and Inspection of Motor Vehicles*
- *Chapter 9 – Reporting Accidents; Giving Proof of Financial Responsibility*

Ch 1 definitions and Ch 7, 8, 9 details also applicable to micromobility devices.

Design Standards

Minimum design standards for streets, *sidewalks and shared-use paths*.

Published City design standards *includes* the latest specifications:

- American Association of State Highway and Transportation Officials (AASHTO)
- Manual on Uniform Traffic Control Devices (MUTCD)
- Georgia Department of Transportation Design Policy Manual including DPM Chapter 9 (Complete Streets)
- Public Right-of-Way Accessibility Guidelines (PROWAG)

SAFE BY DESIGN: All National and State level highway design standards for street & path design, pedestrian safety practices & ADA.

Shared-Use Path System

Add definition:

Shared use path means a pathway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way and used by bicycles, pedestrians, manual and motorized wheelchairs, and other authorized motorized and nonmotorized users.

GA Code § 40-1-1 (56.1)

Shared-use paths shall hereafter be referred to as paths.

“Multi-Use Paths” was never defined and is not a National or State standard.

Natural Surface Trails

Add definitions:

Natural Surface Trails means a path with a natural surface tread made by clearing and grading the native soil. The City has authority to regulate the type of devices which may be used upon such trails. Natural Surface Trails shall hereafter be referred to as trails. Extract-**GA Code § 40-6-303(a)(3)**

Boardwalk means a structure, usually made of wood and without a paved or poured surface, whose primary purpose is to provide access to a recreation or nature area. Boardwalks may be connected to both paths and natural surface trails. Extract-**GA Code § 12-5-232(6)**

“Nature Trails” not defined, trails not restricted to only Nature Areas

(Ch. 70, ART III)

Path Rules

Both Chapter 70 and Chapter 78 have extensive lists of DO's and DON'TS which overlap and are confusing.

- Path System rules and regulations
- *Special Rules*
- Hazardous activities and special rules
- Rules for specific vehicles by type
- Liability

Chapter 70 - Consolidate sidewalk and natural surface trail rules

Chapter 78 - Consolidate and update all path rules

Micromobility Definitions

NOT DEFINED

- Adaptive Cycles/OPAMD
- Dirt Bikes
- e-Moto Vehicles
- Golf Carts
- Miniature On-Road Vehicles
- Off-Highway Vehicles
- Personal Delivery Device
- Skateboards and Scooters

INACCURATE DEFINITIONS

- All-terrain vehicle
- Electric Bicycles
- Electric Play Vehicles
- Low-Speed Vehicles (called LSMV)
- Motorized Carts
- Pocket Motorcycle or Pocket Bike
- Sidewalks

Micromobility - small, light-weight devices that typically carry a single rider and are either human-powered, electric-powered or a mix of both.

Micromobility Devices on Paths and Sidewalks



Human-
Powered
Bicycle *



Electric
Bicycle *
(e-bike)



Scooter or
Electric
Scooter
(e-scooter)



Human
Powered
Skateboard



Electric
Skateboard



Human-
powered
Unicycle



Self-
balancing
Electric
One Wheel
Skateboard



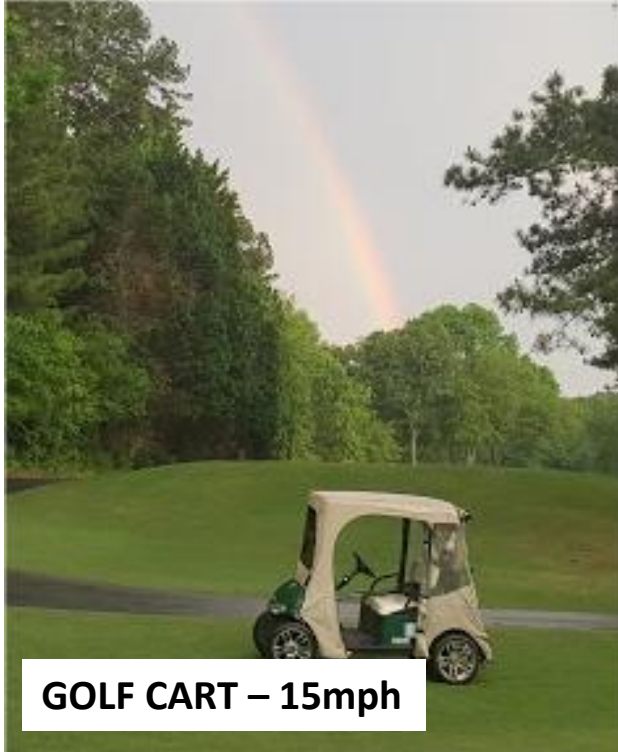
Electric
Personal
Assistive
Mobility
Device *

* GA Code § 40-1-1 description or regulation

ADA Considerations - Adaptive cycles, tricycles & quad-cycles.
Other Power-Driven Mobility Devices (OPDMD) to include powered wheelchairs, adaptive Class-I electric bicycles and motorized carts registered for disabled use.

O.C.G.A. LOW-SPEED VEHICLE CLASSES

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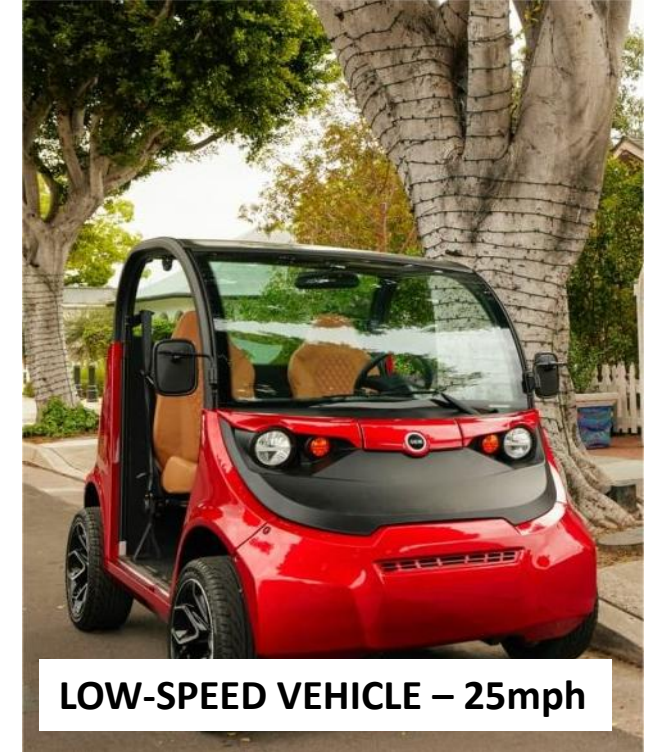
GOLF CART – 15mph

- Only on private property or a golf course
- Not defined in local ordinance
- Must treat as PTV when operated on streets



MOTORIZED CART – 20mph

- Motorized Carts added in 1973
- Personal Transportation Vehicle (PTV) standards added 2014
- Grandfather clause and standards if locally approved prior to 2012
- PTV mandatory safety equipment required if permitted use after daylight hours

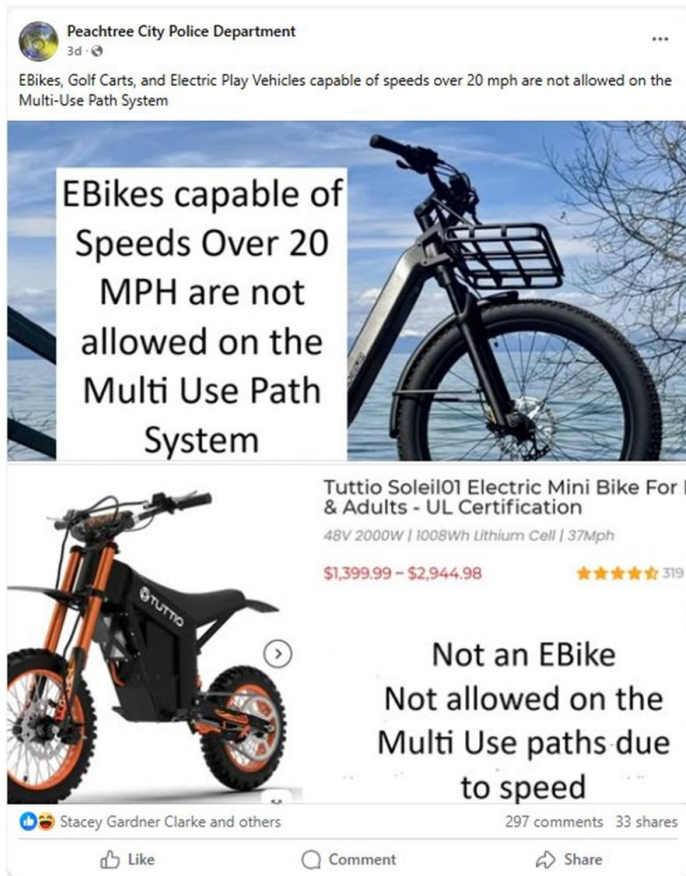


LOW-SPEED VEHICLE – 25mph

- LSV – GA DMV registration to operate only on streets <35mph
- No delegation of authority to local gov.
- Recommend remove path use authorization

O.C.G.A. UNDEFINED E-DEVICES WITH PUBLIC RISK

DRAFT



30-80mph



30-80mph

eMoto means a high-performance electric motorized cycle, with either foot pads or pedals, designed by the manufacturer for operation primarily on the highway and which exceeds the Georgia Code vehicle specifications to be categorized for operation as an electric bicycle.

Eligible street-legal eMotos should be registered and operated by licensed motorcycle drivers, or restricted to off-highway private property use.

Loop hole in the *Georgia Code*.

Speed Zones

- City Ordinance states the speed limit upon streets shall be 30mph except where a different rate of speed is permitted
- Only those neighborhood streets where a developer or HOA requested speed reduction to 25mph are slower
- The vast majority of neighborhood streets are without sidewalks so serve pedestrians and micromobility use
- Georgia Code 25mph street speed limit for motorized carts (PTV)

All neighborhood streets should uniformly be 25mph

Safety Education

- Local authority may by ordinance establish conditions under which PTVs may be operated upon such streets or portions thereof or PTV paths, including without limitation the conditions under which a person may operate PTVs on such designated streets or portions thereof or PTV paths. **GA Code § 40-6-331(a)**
- Grandfathered ordinance permitted use without a drivers license.
- No prohibitions identified against requiring safety training for those without a drivers license or permit.

Consider enhancing safety training for age 14-15 residents

Implementation Strategy

- City Council provides guidance for revisions to the City Ordinance for Chapter 70 (Streets, Sidewalks and Other Public Ways) and Chapter 78 (Traffic)
- Ordinance Revisions:
 - TAG prepares initial proposals
 - City Staff review and comments
 - TAG presents proposed updates at City Council Work Session
 - City Council provides guidance on completion

BACK-UP SLIDES

TAG City Ordinance Review Milestones

DRAFT

✓ February 11th – TAG Meeting

Georgia Code and City Ordinance Updates– ***Initial Review***

✓ March 13th – TAG Meeting

Pending Georgia Code Changes for Miniature On-Road Vehicles – ***Initial Review***

✓ March 25th – TAG Meeting

City Ordinance Updates #1 - TAG proposals for golf cart registration decal positioning on rear of golf carts – ***Extended discussion***

✓ April – May – TAG Meetings, City Council Presentation

City Ordinance Update #1 - Golf Cart Registration Location - ***Recommendations***

✓ May-June – TAG Meetings

City Ordinance Update #2 - Golf Cart and Bicycle Parking Requirements for Planning Commission – ***Developments shared to UDO Committee***

✓ June 24th – TAG Meeting

City Ordinance Update #3 – Electric Devices Updates Needed for Safety – ***Initial Review***

TAG City Ordinance Review Milestones

DRAFT

✓ July 8th – TAG Meeting

City Ordinance Update #3 – Electric Devices, Penalties for Violations, Youth Training, Promotional and Educational Strategies for Transportation Awareness and Safety - **Discussions**

✓ July 22nd / August 12th & 23rd - TAG Meetings

City Ordinance Update #3 – Chapter 70 & 78 Edits – Round #1-#3 – **Discussions**

■ September 4th – City Council Work Session Presentation

TAG Presentation – “Micromobility Ordinance Findings” – **Council Guidance**

■ September 9th & 23rd – TAG Meetings

City Ordinance Update #3 – Chapter 70 & 78 Edits – Round #4-#5 – **Discussions**

■ October 2nd – City Council Work Session Presentation

City Ordinance Update #3 – “Micromobility Ordinance Updates” - **Recommendations**

■ October 14th – TAG Meeting

City Ordinance Update #3 – Chapter 70 & 78 Edits – Round #6 – **Finalize Recommendations**

October 16th – City Council Meeting Presentation

City Ordinance Update #3 – “Micromobility Ordinance Updates” – **Final Recommendations**

DISCUSSION POINTS FOR ORDINANCE REVISIONS

(1) Preferential use of the paths.

Consider the following neighborhood in Peachtree City off of Waterwood Bend.



<https://maps.app.goo.gl/VwtUdgWwmPr2mMbZ6>

There is an adjacent path outlined in red that passes by several homes and side streets. The two that are visible in this image are identified with blue arrows, but there are plenty more further down the road.

If we say you must use the path system instead of a road, how are carts from these homes and side streets supposed to access the path system? The moment they enter the street, they are on a street with an adjacent path that they should be using. There is no curb cut directly across the street for them to access the path system (and we probably don't want to add a bunch of cuts).

This is why I suggested that we explicitly consider what conditions to place on using streets while there is an adjacent path. I think most people would consider it reasonable to allow a short time on the street to access the nearby places that allow entrance to the path system. And I also think it would be unreasonable to tell these folks that they must break the law any time they want to get on the paths with a cart.

(2) Pedestrians required to be on the left side of the path.

I had originally written this up as an email response, but figured I would keep it internal first.

For what it's worth on this point, Georgia courts have previously held that "two lane" means "two lane." The law for pedestrians having to walk on the right under [OCGA 40-6-96\(d\)](#) only applies on roadways that have exactly two lanes -- no more, no less. The Georgia Court of Appeals reversed a decision applying that Code section to a four lane roadway because "four lanes" is not "two lanes." A change to that portion of State law would need to go through the General Assembly. In addition, because State traffic law is generally uniform, the City may not be able to impose other requirements that conflict with State law.

The Appeals case was [Field v. Lowery :: 2009 :: Court of Appeals of Georgia Decisions :: Georgia Case Law :: Georgia Law :: U.S. Law :: Justia](#). Quoting in relevant part (citations cleaned up):

The trial court also erred in holding that OCGA § 40-6-96(d) applies to four-lane roads. That subsection provides that if neither sidewalk nor shoulder is available, pedestrians on a two-lane road should walk on the left side of the roadway.

In construing a statute, the determining factor is the intent of the legislature and we look first to the words of the statute to determine what that intent was and if those words be plain and unambiguous and the intent may be clearly gathered therefrom, we need look no further in determining what that intent was. Indeed, where the language of an Act is plain and unequivocal, judicial construction is not only unnecessary but is forbidden.

In this case, the statute plainly and unambiguously states that pedestrians on a two-lane road without sidewalk or shoulder should walk on the left side. All the evidence of record shows that this incident occurred on a four-lane road with a shoulder. Accordingly, the trial court erred in holding that the statutory instruction to walk on the left applies to these facts.

As the paths are not laned roadways, they do not have any lanes (so certainly not two lanes), and therefore OCGA 40-6-96(d)'s requirement for pedestrians to walk on the left likely cannot apply. With that said, if Council wants to impose a requirement to walk on the left, a simple solution would be to provide direction for the addition of a centerline down the paths, which would create two lanes (and thus, the requirement would then apply to the new two lane roadway).

Note: the above is copy/paste from the draft email, so it is just for discussion/information that under the current setup, we cannot mandate pedestrians on the left.

(3) Definition of intersections with respect to the paths

Consider the following intersection at the exit of City Hall. I apologize that the angle isn't great, but I think we all know where this is.



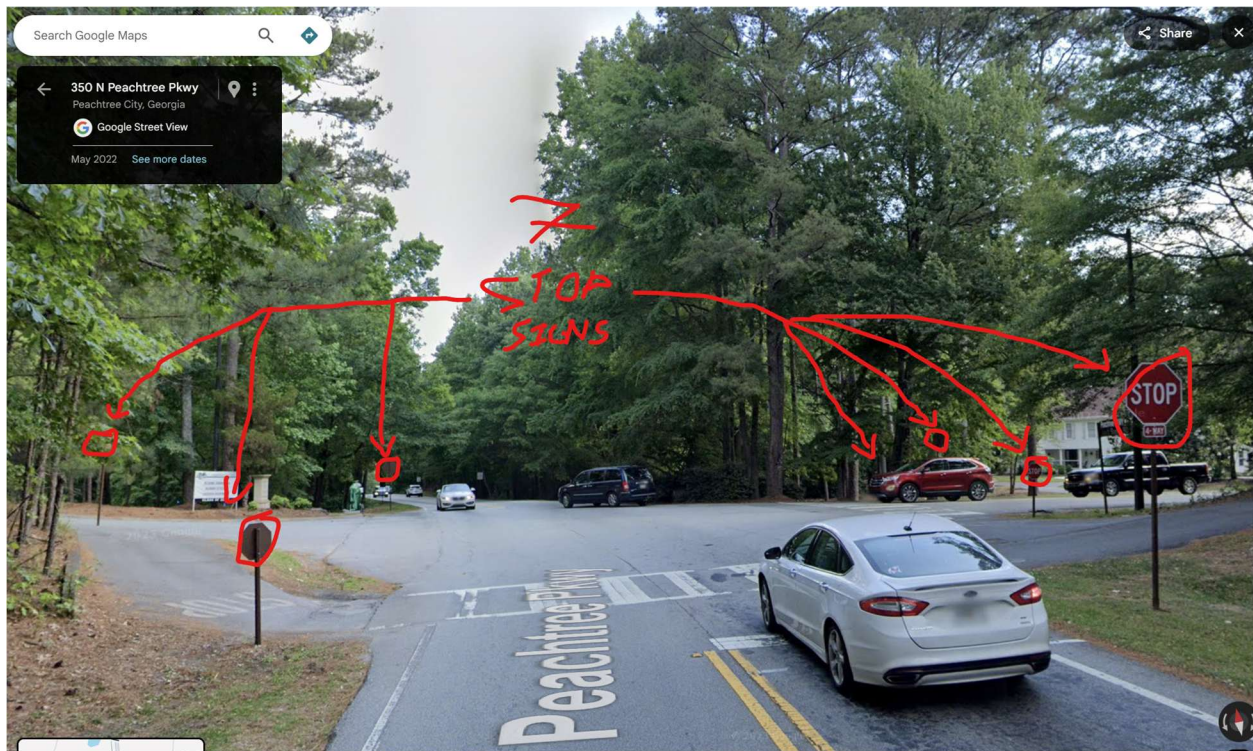
<https://maps.app.goo.gl/QtcbWn5URYny8n1p7>

There are 2 STOP signs here. One is for the exit from City Hall, and the other is for the path. Do these function as one intersection or as two? In other words, if a cart has come to a stop at the path STOP sign and someone is pulling up to the STOP sign to exit from City Hall, who has priority?

Some people would say that "carts never have right of way" because the City has consistently messaged that throughout the years. However, the STOP sign for the exit from City Hall doesn't give drivers there the right to plow into a cart crossing the road next to them.

I would lean towards this being one intersection, but regardless of the consensus that we come to, we should clarify this one way or the other. There are many other examples of this problem throughout the city. A nonexhaustive list includes:

Walt Banks at Peachtree Parkway. Is this a “7-way” intersection?



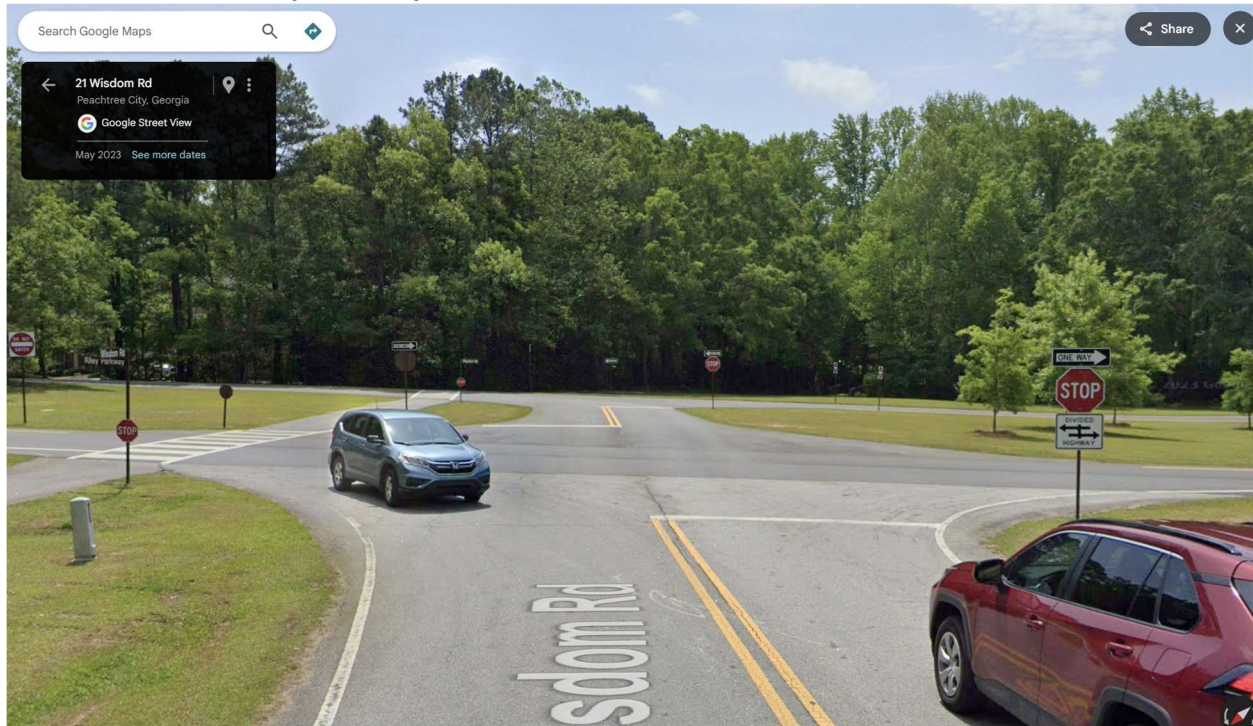
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Dividend Drive at Kelly Drive



<https://maps.app.goo.gl/nD1EqoNzA6qPY6zY7>

Wisdom Road at Riley Parkway



<https://maps.app.goo.gl/LK768MG2k1aoDSaSA>

The MUTCD generally provides that multiple crossings within 30 feet are considered one intersection, and beyond 30 feet they are separate. I would propose that we adopt that standard, but again – either way, we should clarify the rules governing this type of crossing.

State law and the MUTCD would probably also come into play if we attempt to state that path crossings are subordinate to other crossings with STOP signs.

(4) HAWK / PHB crossings -and- “stop when crossing roadway”

We’ve discussed a couple of points on this topic that should be put into the ordinance. First off, should we add something stating that all path users must obey the pedestrian crossing signal at HAWKs / PHBs? This would make it clear that the “walk” signal allows carts and bikes to cross too, which is the way most people already use the crossing. Under MUTCD rules, this would need to be a word message sign, but that’s doable.

In addition, we should consider revising the rule that operators of vehicles on the path system must stop “as though a stop sign were present” when crossing a public roadway for several reasons.

First, it’s unenforceable. State law ([OCGA 40-6-371](#), subsection (b)) requires that STOP signs be posted to be enforced. We can’t enforce these “phantom stops” that don’t have a sign, at least not lawfully.

Second, it requires vehicle operators to know the property status of the road they are crossing. For example, consider the below junction on Steven’s Entry:



<https://maps.app.goo.gl/75pq3Ej4SScDNaR88>

The path, marked in red, crosses over a road, but that road leads to a private business. That does not appear to be a public roadway, and so there is no requirement to stop (and, in fact, traffic entering from the private roadway is obligated to yield to all traffic that is in

the path it crosses, whether cart, pedestrian, bicycle, or car on the main roadway). Should people have to know what's a public roadway and what isn't?

Third, as mentioned in the discussion on HAWKs / PHBs, the current ordinance language says that vehicles must always stop, and provides no exception for when there is a different traffic control device or a law enforcement officer directing traffic. We should consider if those edge cases should be included.

Finally, I would personally recommend that we change the requirement from "stop" to "yield" anyways. Honestly, this is how most people drive (including on the roadways outside of the paths). They slow down and go when it's safe without necessarily making a complete stop. Is the point of this section of the ordinance to penalize not stopping or to make folks on the paths slow down and check that it's clear? Cyclists would probably appreciate this change as well. And of course – public works could still post STOP signs where needed to require a stop even if the default were changed to yielding.

(5) Passing

Since we do not paint centerlines on the paths, passing is the same as on any unmarked roadway. State law requires that the vehicle being passed give way to the right. Should we explicitly state this as a requirement so people know? Should we ban passing on the path system or restrict it only to if someone pulls off? Do we see a risk of head-on collisions?

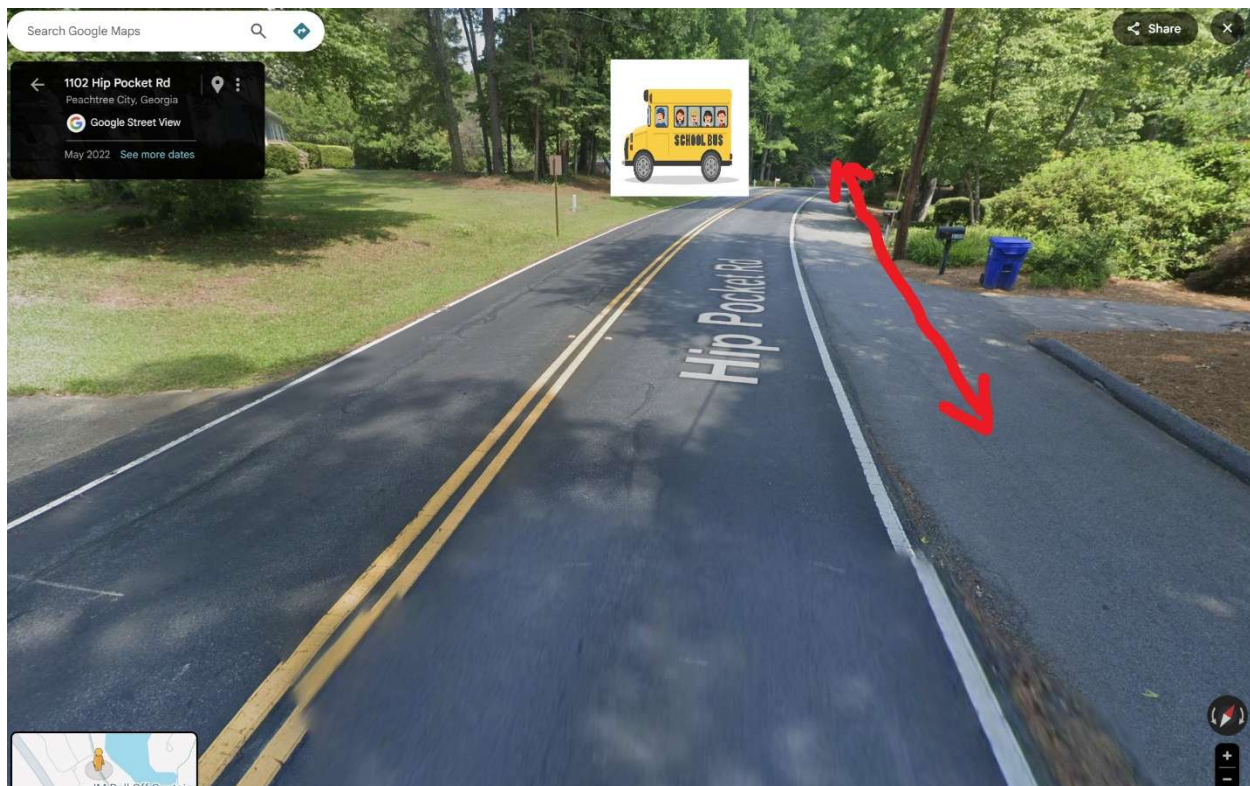
(6) U-turns

Very similar idea here. State law generally permits U-turns, except in certain places with bad visibility. Should we further restrict U-turns or are we ok with them? The paths aren't that wide to accommodate turning around.

(7) Interactions with school buses

Keith asked for an example of this, so here are the two scenarios that I can think of. The first would be if we should provide a reminder that when carts are on the street or do not have separation by grass, barrier, or unpaved are they must stop like any other.

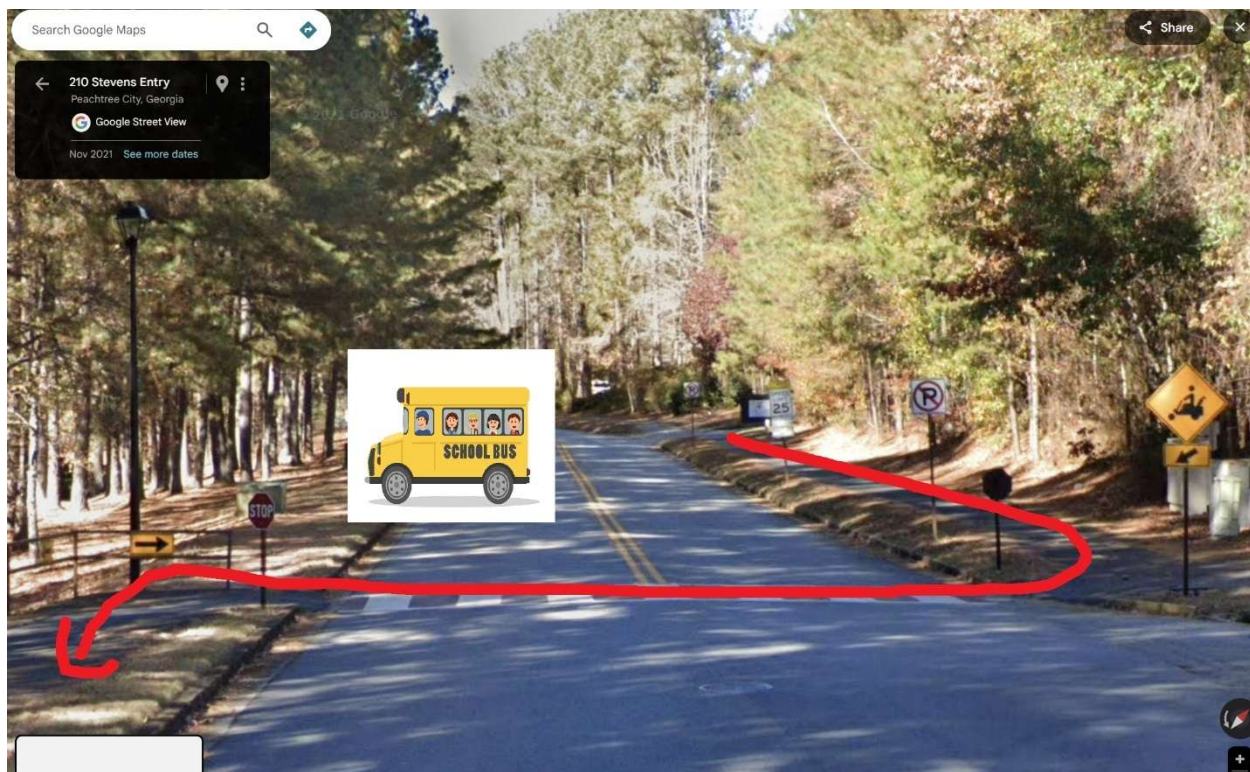
Consider the path alongside part of Hip Pocket Road, and suppose a school bus has stopped:



<https://maps.app.goo.gl/oCNAnXAXP1maBp4H8>, with school bus graphic added.

For the portion of the path that is adjacent to the main roadway with no separation, carts and bikes would be required to stop just the same as any other vehicle on the main roadway. State law already requires this (note: the law refers to vehicles on the highway, so it includes the entire right of way. The fact that the path may be considered a separate roadway doesn't matter unless the path is separated by grass, barrier, or unpaved area).

The second question would be where the path IS separated, but then there's a crosswalk near where the bus is stopped. Should we consider guidelines for that? This case has happened to me, and I will try to illustrate it below.



<https://maps.app.goo.gl/Qa9kdJyeL6kXynJp8>, with school bus graphic added.

The bus was stopped with lights flashing immediately before the crosswalk. I was on my cart on the path to the side traveling as the arrow shows. The path is separated by grass, so that part is fine. Then I come up to the crosswalk where I stopped and am now about 2 feet laterally from where the bus is stopped.

Is it lawful for me to cross while the bus is stopped? State law says you must stop from “either” direction (that is, 2 directions – front and back, but not the sides). For example, there is a cross street to the right as shown in the image above. State law would allow that person to turn left (headed away from the bus), but they would have to stop if turning right and passing where the bus is at.

Should we consider clarifying that crossing at crosswalks near buses that are stopped is either lawful or not, depending on our thoughts?

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: August 20, 2025

SUBJECT: State Route 54 Path Bridge and Side Path Design Review

Recommendation:

The Transportation Advisory Group reviews the revised State Route 54 path bridge and sidepath designs for traffic safety considerations prior to the next presentation to the City Council.

Discussion:

The February 6, 2025 City Council Work Session included a presentation by ISE Engineer Consultant Dan Davis entitled "Feasibility Study for Connection of McIntosh High and Booth Middle via Path System." The Work Session Agenda Package included a memorandum from the City Engineer.

"A grade separated connection for the City's multi-use path system is a project on the City's 2023 Special Purpose Local Option Sales Tax (SPLOST) list in the area of Carriage Lane/Walt Banks Road along State Route 54 to connect McIntosh High School and Booth Middle School via the path system. In addition, there is another SPLOST 2017 project for a path connection to the Peachtree East Shopping Center. Our consultant, Integrated Science and Engineering (ISE) has been working on a feasibility study on implementing these projects and will give a presentation to Council on where they are in the process and their recommendations moving forward."

Mr. Davis shared large format paper printouts of the four bridge design options and the path connection project in front of the cemetery for the City Council to examine and received numerous comments and concerns about the proposed path crossing point on Robinson Road and the side path design. Changes to the Robinson Road crossing point and the side path alignment considering the clear zone were recommended by Council members to be incorporated in design revisions.