

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, March 25, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for its regular meeting on Tuesday, March 25, 2025, in the Community Room at City Hall. Chairman Paul Schultz called the meeting to order at 6 p.m. Other TAG members present were Vice Chair Keith Larson, Brian Bartal, Blake Hayes, and Patrick James, along with ex-officio member Public Works Director Jonathan Miller. Alan Reeves attended virtually, and Amanda Toronto was absent. Assistant City Manager Christopher Hobby and Assistant Public Works Director DeMarcus Hunter also attended.

Public Comment

None

Minutes

A. March 11, 2025 Transportation Advisory Group Meeting

Larson moved to approve the March 11, 2025, meeting minutes. Bartal seconded. Motion carried unanimously.

Transportation Updates from Local Municipalities

Larson said Fayette County was moving forward on their Safe Streets and Roads for All action plan and hoped to have it approved by the County Commission and all cities in June. They were looking towards implementation with an action plan recommendation for projects.

Developments on the east side of Coweta would be adding 10,000 vehicles a day when complete and multi-modal transportation could lessen that, Larson continued. He said a project along Lake McIntosh had been put on hold, but two southside Coweta projects were moving ahead.

New Agenda Items

A. Introduction of new TAG members

Because three new members had been appointed, Schultz suggested everyone introduce themselves, tell why they wanted to serve on TAG, and what they would like to see accomplished. Schultz said he wanted to encourage everyone to participate in the TAG discussions and develop consensus. If someone had strong opinions, but no one else agreed—let it go, he advised, and maybe bring it up at a later time.

B. Discussion of TAG progress so far with new members

Larson said he had shared packages summarizing what the group had

accomplished with all the new members, and they would be invited to join the Teams group to share ideas. He went over the process they used to create their paths master plan list and rank the plans.

They had identified 30 new projects, nine of which were in the Recreation Master Plan. Public Works had assigned new project numbers that would ease locating the paths on a map.

Miller cautioned that they should focus on the beginning and end points of the proposed paths, and let Engineering figure out what would be most feasible to accomplish this. Also, City Manager Justin Strickland needed to attend a meeting and share his feedback.

Larson told the new members the plan was pretty much complete on their end, but they would be updating it again next winter.

Bartal said safety was not one of the variables they used to rate the paths, but Larson said it was a justification for increasing the points given to each project. Schultz mentioned a road behind McIntosh High that was frequently used by students as an example.

The end game was to present this master plan to City Council, but they needed the go-ahead from Strickland, too. Additions could be made, but they should remember that this was a vision for the future; it was not engraved in stone. Reeves noted that it had been

a slow process, but they should work with what they had.

C. Proposal for TAG "offsite" strategy session

Schultz said he still wanted them to get together on a Saturday for strategic planning. He asked them to get some dates in mind by the next meeting.

Old Agenda Items

A. City Ordinance Updates #1 - TAG proposals for golf cart registration decal positioning on rear of golf carts, incorporate Georgia Code changes for Personal Transportation Vehicles, micro-mobility permitted and prohibited devices review

TAG was looking at recommending Council require golf carts display their decals or tags in the rear, rather than the sides. This was the second item on the list of priorities given to TAG by the City Manager. There had been complaints that vehicles could depart a crash scene, and no one could get a tag number if the tag was on the side.

Georgia code did not direct the positioning of the tags, Larson noted. He read the passage from the ordinance that required registration and positioning of tags. Would changing the location of the tags mean a cart needed three tags, rather than two? Other motor vehicles

only required one tag that was on the rear. He also reflected on the evolution of

the appearance of motorized vehicles. The group then discussed if this should be required all at once or phased in?

Miller said all they had to decide right now was if they wanted to recommend to Council that the ordinance be changed to require decals or tags on the rear rather than the sides. Council and staff would take it from there.

Hayes noted that Peachtree City was grandfathered in under State law regarding the streets that carts were permitted on. He said they could change the definition of motorized personal transportation vehicles, but thought it was not necessary. He also said some streets needed to be added, and that should not endanger their exemption. Schultz remarked that this was something they could discuss at their off-site meeting.

Miller again said this was something they did not need to get too detailed about. It might be best to look at this from a broad perspective and make a recommendation to Council only on the decals.

Bartal said he had asked some neighbors for their opinions, and they were strongly in favor of requiring decals on the rear. Most agreed they should be only on the back, visible without obstruction. James remarked that he had run into a lot of people who had complained

about identification being only on the sides. Hayes suggested that owners be responsible for what a driver of a cart registered to them did. Miller said that was the case already.

Next, they pondered if the decal locations should be changed all at once or phased in, but Larson stated they should let staff work on implementation.

Everyone agreed they should recommend one ID number on the rear of the cart, Schultz summarized, and it had to be visible. Some people might have to purchase a special frame to mount a tag. Hayes said he thought they should all be renewed at the same time, as was done currently.

Miller suggested they put all these ideas into a bucket of tag recommendations and turn that over to Council, with Bartal adding they did not want to get too into the weeds and miss the deadline to change before the next renewal period. Reeves said he thought they should recommend the decals be on the rear because it was something citizens wanted.

B. City Ordinances Updates #2 - UDO Committee for TAG proposals to "quick wins" input development for path bike & cart parking

The UDO Committee was attempting to consolidate and reform the City code structure, Larson noted, with a goal of completion in December 2026. They were looking for a couple of quick wins to make their life easier as a Planning

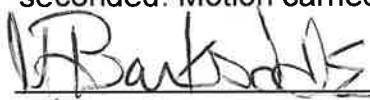
Commission, one of which would be changing the ordinance to require bike and cart parking. Also, they would be recruiting experts to help them in their work. Bartal mentioned a requirement for charging stations, but Miller said that was not a topic for TAG.

Larson said People for Bikes had just released a recreation biking assessment tool and was asking for communities to enter an open street map of biking facilities, rental locations, and other things. Hopefully, the Navigate PTC app would incorporate that information soon, as well.

Schultz said he felt golf cart parking should be mandatory for developers and bike parking should be reasonably close to the entrance. Miller pointed out that cars cannot park in cart spaces, but carts could park in car spaces. You did not want to include cart spaces at the exclusion of car spaces.

Adjourn

There being no further business, Bartal moved to adjourn at 7:22 p.m. Larson seconded. Motion carried unanimously.


Martha Barksdale, Recording Secretary


Paul Schultz, Chairman