

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, April 8, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for its regular meeting on Tuesday, April 8, 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, Amanda Toronto, and Patrick James, along with ex-officio member Public Works Director Jonathan Miller. Brian Bartal and Alan Reeves attended virtually, and Blake Hayes was absent. City Manager Justin Strickland and Assistant City Manager Christopher Hobby also attended.

Public Comment

None

Minutes

A. March 25, 2025 Transportation Advisory Group Meeting

Larson moved to approve the March 25, 2025, meeting minutes. James seconded. Motion carried unanimously.

New Agenda Items

A. Introduction of final new TAG member

This was Toronto's first meeting, so Shultz suggested everyone introduce themselves, tell why they wanted to serve on TAG, and what they would like to see accomplished.

B. Pebblepocket Park Splash Pad Design

Larson related what he had learned at the most recent meeting of the Recreation Advisory Group (RAG), where they talked about the concept for a new splash pad at Pebblepocket Park, which was called for in the Recreation Master Plan. He indicated where a designated cart parking lot would be and said there would not be car access to that. Larson also pointed out City-owned and privately-owned parking lots in the vicinity. He was concerned that people would park along the streets or on the grass if the lots were full. RAG also mentioned that at least one cart space should be compliant with the Americans with Disabilities Act (ADA).

The Recreation Master Plan suggested internal paths at the park, as well as walking paths. Bartal asked if they needed a vote of support for a path to connect across Willowbend, but Miller said that was not necessary. Larson said it would be sufficient to talk about the implications of the paths and share their thoughts with Miller.

Strickland remarked some of the things they were talking about were redundant, plus there was no funding earmarked for new paths. He saw two easy ways to get to the splash pad and said Pebblestump was safe for cart traffic. Strickland also

liked the idea of ADA cart parking. Larson said he thought the entrance off Pebblestump should remain, and Miller and Strickland agreed.

Strickland said there would be future projects at this park and would need to think more about paths and access.

Schultz asked if there was any action they should take on Pebblepocket, and they agreed there was not at this time.

Old Agenda Items

A. City Manager review of Multi-use Path System Master Plan update proposal

For the benefit of new member Toronto, Schultz and Larson explained the process TAG went through to evaluate potential paths for their draft of the Multi-Use Path Master Plan that they would present to Council, and Miller had printed out a map with project numbers.

Strickland had some questions about the path on Loring Lane proposed by TAG, saying he understood this neighborhood did not have sidewalks, but many other neighborhoods also lacked them, and they did not have paths. He suggested they move this path to World Drive; the end goal was to connect to Tyrone on World Drive at Dogwood Church.

Larson mentioned that the connection to Tyrone at Loring Lane had been closed for a time due to complaints from homeowners about speeding cars. Strickland made an argument that no pedestrian or golf cart had been struck by another vehicle. Now it was open once again to carts, and neither he nor Council had received any complaints since the re-opening.

Bartal, who lived in this area, said he had heard many comments from neighbors about the path network being disconnected in the northern part of the City. Of course, they also said they did not want a path coming through their yards.

Schultz made a motion to move this path to World Drive. Larson seconded. The motion carried 5-1, with Schultz, Larson, Toronto, Reeves, and James voting in favor, and Bartal voting against.

Strickland commented and asked questions about other proposed new paths, saying a path that connected areas that were not previously connected would probably get top priority, as would projects funded by the Special Purpose Local Option Sales Tax (SPLOST). He said TAG could include path rankings, but there were many things to be considered, so it was not guaranteed that the ranking could be taken into account. A lot of these decisions would be made by staff. Strickland and TAG went over some other recommendations, and he pointed out several that would go way down the priority list because they were not SPLOST projects or in a hazardous area.

Strickland suggested TAG give the list one final review before the presentation to Council. They needed to make sure the list and the map matched, Schultz stated. Miller remarked that his goal was to email out the current map for everyone to review, but it was difficult to get the lines in the exact place, and there were many factors that influenced path placement.

After making the corrections, they would vote to recommend that this be the plan Miller presented to Council, Schultz stated.

B. City Manager review of TAG purpose, TAG scope regarding City, County and Regional planning inputs, future projects

Schultz noted that Larson brought in information on developments in the County and in nearby communities and wondered how TAG could get access to information that might be pertinent to their work.

City Engineer Dave Borkowski was a member of the County Transportation Committee, and Councilman Clinton Holland often attended as well, as did Larson. Miller said he and Borkowski discussed these projects, but he could not see what TAG could do about them, although they could consider them in future actions. TAG was limited in what they could do about projects in other jurisdictions, he continued, as was Council. Strickland explained developments of regional impact, saying the State required a study for those, and was the only entity that could enforce requirements. Miller commented that TAG should focus on smaller projects that they could influence.

Schultz said he was fine with keeping the regional updates as an agenda item but limiting most of the meeting to Peachtree City. Strickland said the Master Plan was the big thing they needed to focus on. TAG could also discuss traffic control measures such as signals and roundabouts. Strickland commended them on the work they had done of the Path Master Plan.

C. City Ordinance Updates #1 - TAG proposals for golf cart registration decal positioning on rear of golf carts

Schultz moved to adjust the agenda to move item C to the next meeting. Larson seconded. Motion carried unanimously.

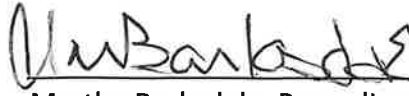
Strickland cautioned them that the tag relocation discussion could become controversial in the community. He also mentioned that it would be easier on staff to start over with printing the decals because there was some prestige attached to having a low number. Some people would not want to pay for a holder for the rear. Miller told them Council and staff could hash out the details.

Upcoming TAG meetings date and time

The next scheduled meeting was at 6 p.m. on April 22, and everyone agreed that was suitable for them, except for James.

Adjourn

Schultz moved to adjourn at 8:05 p.m. James seconded. Motion carried unanimously.


Martha Barksdale, Recording Secretary


Paul Schultz, Chairman