

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, May 27, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for its regular meeting on Tuesday, May 27, 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, Alan Reeves, Amanda Toronto, and Blake Hayes, along with ex-officio member Public Works Director Jonathan Miller. Brian Bartal was absent. Assistant Public Works Director DeMarcus Hunter and Assistant City Manager Chris Hobby also attended, while City Councilman Clinton Holland and City Manager Justin Strickland were present for portions of the meeting.

Public Comment

None

Minutes

A. May 13, 2025 Minutes

Larson moved to approve the May 13, 2025, meeting minutes. Reeves seconded. Motion carried unanimously.

Local and Regional Transportation Project Status Review

Larson and Hayes discussed Gov. Brian Kemp's veto of House Bill 308 that would have legalized Kei cars. Hayes stated that the veto was not because of the miniaturized vehicles but because an unrelated section on street racing was added to the bill.

City Council had been briefed on the County's Safe Streets for All Action Plan, but Larson noted that they had not held a vote to adopt it. Peachtree City would be submitting an implementation grant application for funding for the bridge over SR 54 near Publix. Larson said he would send TAG members the parts of the action plan that related to Peachtree City. Staff was looking at signalized crossings at Kelly Drive and on North Peachtree Parkway at Peninsula Drive.

Old Agenda Items

A. Multi-Use Path System Master Plan Council Review - conclusion

Schultz reported that he, Larson, and Hayes made a presentation to Council on the master path plan update, and Council voted to adopt it. Reeves asked about wider paths, such as had been done along Aberdeen Parkway, and Miller said the ordinance called for them, but there was a backlash from the public about tree removal so they had been instructed to back off. Miller said it would be decided on a case by case basis going forward.

B. City Ordinance Update #1- Golf Cart Registration Location Discussion

Larson said the City Manager had requested they send him a proposal for the June 5 Council workshop. After saying this was spurred by public perception that the

present system of required decals on the side made it difficult to get a registration number during an incident, Larson gave a short presentation that covered what other states and nearby cities did about cart tags and decals and showed possible placements of decals on the front and back.

Toronto said she asked 12 people their opinions, and 11 wanted decals only on the rear. She mentioned that some carts did not have windshields. Reeves asked why they should not use the front and back. The City already printed two decals per cart, so there would not be any additional cost. Larson noted that all carts were supposed to have windshields according to the ordinance. A windshield was the one location that would not be obscured by a rain cover. Windshield placement would not interfere with the vanity plates some people had on their carts. James said he felt most conflicts with carts were head-on, so the front decals would be easier to spot.

Schultz believed having the decals on both the front and the rear would have the most impact. He said most carts had spots on the rear where a decal could be placed.

The recommendation did not have to be too prescriptive, Hayes remarked; it could just say the decals had to be on the front and back. Reeves said it might be a positive thing to give people some leeway. Hayes had previously talked about having a distance requirement, such as saying the decal had to be visible from a certain distance, but Larson said they might be digging in too deep. Council and staff could provide the specifics, if they desired.

Holland added that other cities around the state looked at Peachtree City and would copy whatever they did, so it was important to get it right. Larson said other areas were having the same path conflicts.

They mentioned new decals would be ordered next year, but Miller commented that as long as the number of decals per vehicle remained the same, there was no need to be concerned about the timeline. Reeves stated there would be a considerable public education component if the decal locations were changed.

Hayes moved to recommend the City Manager place this presentation on an agenda for a future Council workshop meeting. Reeves seconded. Motion carried unanimously.

C. Golf Cart Parking Space Size, ADA-Compliant Cart Parking Space Size and Ration of Cart Parking to Vehicle Parking Spaces and Who Should Do This Work

This question originated with the Unified Development Ordinance (UDO) Steering Committee. Larson said he wanted a general discussion at this meeting, and they could formulate a recommendation at the next meeting.

Larson's presentation reported that golf carts had grown in length. He reviewed a few areas in the city that had designated cart parking, but said some of it was too narrow and too short.

Larson suggested taking two normal size parking spaces and dividing the width by three for golf carts, creating a cart space that was six feet wide. The accessible spaces would be the same width, but wrapped with the buffer for wheelchair access. Miller said that should work out mathematically. They discussed offering incentives to builders for providing cart spaces and also setting limits on the number of cart spaces that could be built, but that was something the UDO Committee would have to decide.

Schultz said he would like to recommend some kind of ratio of accessible space to regular spaces, but it would be difficult because sizes of the parking lots varied so much. Miller said there was guidance based on the use of the building, among other things. This would just be creating a development standard.

The consensus was that the ratio of regular spaces to accessible spaces should be 2:3, Schultz summarized, creating a six-foot cart space. Larson said he could do a mockup of how the accessible space would look.

D. Recommendation on Location of Bicycle Racks at City Facilities

Larson said the City had acquired 30 new bike parking racks, and the City Manager had asked TAG for recommendations on where to put them. Larson had a list of some potential locations on public property and remarked that Strickland indicated he could order more racks. Schultz said the homework would be to look around and return to the next meeting with ideas of where the racks would be most needed.

E. Placing TAG Ordinance Items into an Annual Calendar for Review

Miller asked how they wanted to handle the path plan update and the street paving list, saying they compiled the paving list over the winter, and those two items would be very close on the calendar. Larson suggested they hold meetings focused on the paths and the paving plan. Miller warned that they might start paving before TAG had reviewed the plans.

Reeves asked if they gave priority to paths that had not been paved in a long time. Miller said he could bring them the ratings of all the paths, which was similar to the street rating system. But with the paths, unlike the roads, they usually did the ones with the worst condition first. This gave them data so they were not relying on citizen complaints.

Reeves asked Miller if he knew how many years it took to pave the entire path network, and Miller said that was not possible to determine with the new Americans with Disabilities Act (ADA) standards being applied. Miller said many of the paths were very steep and it would be time-consuming to make them ADA-compliant. He

estimated they could do about two miles per year.

Larson said he had been told they could make exceptions for slope if they were documented, and Miller said that was true, but it was difficult to meet the required conditions. Larson felt he was being too strict, but Miller said he was going by the advice of the City Attorney.

Reeves said citizens had asked him if it was worth submitting a report of a bad path, and both Miller and Strickland said yes. They focused more on maintenance, which did not have to be upgraded to ADA standards. Miller outlined several ways that citizens could report problems.

Strickland noted that the current maintenance plan was more productive. In the past, they had put repairs off until the whole path could be paved. When he first arrived, the goal was to pave 10 miles a year, but now they were shifting more to maintenance of sections rather than paving whole paths.

New Agenda Items

A. Street Pavement PCI Analysis and Selection Process

Miller reviewed a presentation he had given to Council regarding the current pavement condition index (PCI). He went over paving programs from 2017 to the present, showing how the PCI had steadily gone up and the backlog of roads requiring paving had gone down. He emphasized that they tried to keep the PCI stable by paving streets before they dropped to another condition level that was more expensive to rehab. If there was time and money left, they then would grab streets from the backlog. Miller noted that paving money came from the Special Purpose Local Option Sales Tax (SPLOST) and State grants. If voters did not keep approving the SPLOST, about \$2.5 million would be needed from other sources just to maintain the roads at a steady state.

Larson asked if there was an intergovernmental agreement with the County about paving Spear Road, and Strickland said the County and Peachtree City each paved their portions. Larson said Spear Road was in bad condition, and Strickland told him it was in the backlog.

Hayes brought up a related topic he had mentioned at the previous meeting, which was a recommendation regarding public education on this paving list and how it was developed each year. Hayes thought it would be a good topic for one of the weekly Mondays with the Mayor videos and The Slice newsletter.

He listed points that should be covered, including that the goal was to repave roads before they reached the tipping point, not through a "worst first" process. They should explain that the worst roads were more expensive to rehab, so doing the ones in better condition allowed them to get more paving done. Another point to be made was that it was often more cost-effective to go ahead and pave all roads in

the same area while they were already working there. Also, Hayes continued, the public should be told that no General Fund money was used in the paving process.

Hayes moved that TAG recommend to the City Manager and Mayor that they consider making an outreach through the various City resources on the PCI road paving topic using the discussion points that were mentioned. Larson seconded. Motion carried unanimously.

Upcoming TAG Meetings Date and Time

The TAG members agreed that the next meetings would be June 10 and June 24.

A. June 10, 2025

B. June 24, 2025

Adjourn

There being no further business, Larson moved to adjourn at 8:05 p.m. Hayes seconded. Motion carried unanimously.



Martha Barksdale, Recording Secretary



Paul Schultz, Chairman