

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, July 22, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for its regular meeting on Tuesday, July 22, 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, and ex-officio member Public Works Director Jonathan Miller, with Amanda Toronto attending virtually. Patrick James and Brian Bartal were absent. Public Works Assistant Director DeMarcus Hunter and Public Works Summer Intern Lauren Baxley also attended.

Public Comment

None

Minutes

A. July 8, 2025

Larson moved to approve the July 8, 2025, meeting minutes. Reeves seconded. Motion carried unanimously.

Local and Regional Transportation Project Status Review

Schultz mentioned that the Redwine/Robinson tunnel had opened, although some punch list items remained. Larson said people were already noting that it ended in a blind T-intersection at the Redwine path on the County side and were asking for mirrors to decrease the sightline hazard.

Larson said he would lead a tour of Peachtree City's multi-use paths next Monday for the Atlanta Regional Commission's (ARC) bicycle and pedestrian planners, who had not visited the system before. He wanted them to understand how Peachtree City worked to keep the system safe for all users.

Larson also mentioned a webinar on bike regulations that TAG members might be interested in and also said he had learned that 48 states had now adopted e-bike definitions. He suggested TAG recommend to City Council that they adopt a local ordinance to prevent e-moto use on the paths.

Hayes commented that the City had put the Huddleston Road/SR 54 dual left turn lane project back out to bid. This came about after he pointed out that it was not compliant, and the Georgia Department of Transportation agreed. He also said road work on McIntosh Trail had led some citizens to think they were putting in a roundabout, but that was not the case.

Larson mentioned that the HAWK signal at Crosstown Road had malfunctioned earlier that day, but Schultz pointed out it was not difficult to navigate with just the flashing red light, so there had been no problems.

Miller remarked that RK&K had been awarded the request for proposal (RFP) for the Huddleston redesign, and he planned to bring the preliminary plans to TAG for review when ready. The firm was tasked to look at drainage, sewer placement, and location of the side path.

Old Agenda Items

A. City Ordinance Review of Micromobility Vehicles

Larson had compiled a markup of City ordinance Chapter 70 and Chapter 78 for TAG's review, with the goal of presenting recommended changes to Council in September. He said there had been no updates, except in regard to tag registration, in more than 10 years, and the ordinance had not kept up with new technology. They would add and update definitions and go over what was permitted and what was not.

Hayes then said he agreed that the mismatch between the City and State ordinances was a significant problem, but there was a provision in State law that allowed local jurisdictions to wholesale adopt the definitions in the Georgia Code (Official Code of Georgia Annotated or OCGA). The benefit of that was if State law changed, the local law was automatically repealed and amended; the local government did not have to do anything. This would solve the problem of being years out of date, he pointed out. He thought there was still enough flexibility in that to allow Peachtree City to set its own standards as well.

Larson said he would be fine with that, but thought it was cumbersome for citizens to have to search through Georgia Code to find what they needed. Staff would also benefit by having updated City ordinances to reference.

Reeves asked if the City had started on any updates, but Larson said he did not know of any. He thought they were relying on TAG to make recommendations.

The Planning Commission was working on updates to zoning and development rules. Reeves said it just seemed hard to believe that, with a 10-year gap, the City Solicitor had not encountered situations where that lag would be a problem. Miller said it might be an issue of how much enforcement had actually been done.

Larson referred to the paths as multi-use paths, but Hayes noted that the State called them personal transportation vehicle paths (PTVs) or shared use paths. Miller said multi-use path was what they were called by Peachtree City. Hayes asked if they wanted to add a sentence mentioning all the names the paths could be called.

Hayes pointed out some typos and numbering errors.

Schultz asked if they wanted to consider adding smoking to the list of hazardous and banned behaviors that Larson proposed adding. Larson said the City had banned smoking only in public buildings and felt they might not want to extend that

to all public spaces right now. Larson asked if there was a concise way to compile all the forbidden behaviors, and Hayes suggested saying “and other misdemeanors under State law as defined in section 50-1.” He said section 50-1 contained all offenses under State law, and Larson asked him to send him the exact language to include.

Toronto pointed out the discrepancy between sometimes saying “multi-use path” and other times just “paths.” She said most people would understand that “paths” meant multi-use paths. Schultz suggested that they write out “multi-use paths” once, then put “paths” in parentheses after it, and use “paths” from then on.

They discussed a proposed change stating that pedestrians and the disabled always had the right-of-way. Larson said they had to move against the direction of travel on the streets, but it was not defined on sidewalks or paths. Hayes said State law said they must stick to the left side of the roadway on two-lane roads without sidewalks but could travel on any side on a road without lanes. Schultz thought it would be good to say this, and they discussed the language to use.

In the sections on reporting accidents and forbidding littering, Hayes thought it would be good to include the OCGA references. Schultz then mentioned that OCGA said carts needed tail lamps, but some older models had reflectors, not lights. Larson said he would look at that.

Regulations regarding vehicles on nature trails was the area with the most gaps, Larson stated. They needed to define what was and was not permitted on a natural-surface trail, including vehicles for the disabled.

The group explored how to best present this information, and Hayes proposed the use of catchlines, which were headings that summarized the content of a particular section, making it easier to find things. Larson said there were some areas where that would make sense.

Also, the listing of nature areas should include a section that allowed for other areas to be added in the future.

Chapter 78 began by saying it was unlawful to ride a bicycle on the street where a paved bicycle path was available, but that was obsolete since all the paths were shared use paths, not exclusive to bicycles. The City could create an ordinance to allow children 12 or younger to ride bicycles on sidewalks. Larson said they could change it to make it permissible for adults, but Hayes said they could not—State law did not allow it. Miller noted that the sidewalks were along State highways, so riding a bike there would be illegal regardless of what the City passed.

Section 78-17 dealt with parking, and Hayes said he could not support the proposal to add bicycles to motorized carts as vehicles that could not be parked anywhere except a paved or all-weather surface. He said that restriction would prohibit a kid

from leaving his bicycle in the yard of his house. He suggested changing the language to say motor vehicles, except electrically powered.

Hayes suggested they make an exception for residential areas, and Larson said he would consider that. Hayes said he had no problem with this provision in commercial areas.

They decided this would be a good stopping point, and they would take the revisions up again at the next meeting. Larson said he had a lot of notes and the other members should send him their ideas. He would distribute a version for review later in the week.

Schultz thanked Larson for his thoughtful work.

B. Public Outreach on Path Safety

None

New Agenda Items

None

Upcoming TAG Meetings Dates and Times

All members agreed they should be able to attend the next two meetings on Aug. 12 and 26.

A. August 12, 2025

B. August 26, 2025

Adjourn

There being no further business, Hayes moved to adjourn at 7:27 p.m. Larson seconded. Motion carried unanimously.


Martha Barksdale, Recording Secretary


Paul Schultz, Chairman