



Transportation Advisory Group

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

Meeting Agenda

September 30, 2025 | 6:00 PM
Community Room, 153 Willowbend Road

- 1. Call to Order**
- 2. Pledge of Allegiance**
- 3. Announcements**
 - A. Results from City Council Work Session on September 4, 2025
- 4. Presentations**
- 5. Public Comment**
- 6. Agenda Changes**
- 7. Minutes**
 - A. August 26, 2025 Minutes
- 8. Old Agenda Items**
 - A. City Ordinance Updates
- 9. New Agenda Items**
 - A. Path and Trail Kiosk Maintenance Donation Proposal
 - B. Path Master Plan Proposal Discussion
 - C. ADA Transition Plan
- 10. Public Hearings**
- 11. Member/Staff Topics**
 - A. Upcoming TAG meeting Dates
 1. October 14, 2025
 2. October 21, 2025
- 12. Adjourn**

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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.

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

This meeting will be held in Council Chambers at City Hall

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, August 26, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for its regular meeting on Tuesday, August 25, 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, Patrick James, Brian Bartal, and ex-officio member Public Works Director Jonathan Miller. Amanda Toronto joined virtually, and Blake Hayes were absent. Public Works Assistant Director DeMarcus Hunter also attended.

Pledge of Allegiance

Announcements

James said his term would be up on September 29, and he had decided not to re-apply. Reeves said he would be leaving the TAG in September, also.

Presentations

None

Public Comment

Resident Bill Ruple had written a letter to the Council and City Manager regarding path safety and was present at the meeting. His letter said that he believed pedestrians should always walk on the right side of the paths for safety reasons.

Another resident, Brandon Hewitt, also expressed concern about safety, particularly with low-speed vehicles (LSV) that should not be on the paths in the first place. He said reckless operators, modified carts, and massive carts all contributed to the problems.

Schultz responded that these were the issues TAG was addressing now.

Agenda Changes

Bartal moved to move item 9 above item 8, saying he believed the discussion on item 8 would be lengthy, and he didn't want them to run out of time. Larson seconded. Motion carried unanimously.

Schultz asked if they would have time to discuss and vote on 8C and give the item justice? Larson said he thought they could suspend 8C and focus on their findings and determine what they wanted to propose to Council. They needed to await Council's feedback before developing the updates.

Minutes

A. August 12, 2025 Minutes

Bartal moved to approve the August 8, 2025 TAG minutes. Reeves seconded. Motion carried unanimously.

Old Agenda Items

A. City Bicycle Parking Update

The City was getting its 30 new bike racks installed at various locations, Larson noted. The Southside Cycle Club had donated a new bike repair stand, and Miller said they were still deciding on a location for that. Larson mentioned that several people had asked about buying bike racks for their businesses.

B. City Council Workshop- micro-mobility ordinance findings- review draft presentation

Larson explained Council's usual process for ordinance revisions, with a request from a department, Council's okay for the revisions, then Council's adoption. He said the process could take several years.

Tonight, he said TAG needed to prepare for a presentation on micromobility ordinance findings at the September 4 City Council workshop.

Bartal thanked Larson for his work on the presentation, but said he felt, at 30 pages, this needed to be consolidated. He suggested removing the term "findings" and referring to gaps in the current ordinances and opportunities for improvement. He also thought it was not necessary to go over the history of the ordinance and to discuss the benefits of changing the ordinance.

Larson said he had provided more slides than were necessary with the understanding that some of them could be used as backup to answer questions. Bartal suggested they list all the gaps, then present some opportunities, such as enhanced wording. Larson began to go over the main slides he wanted to use in the presentation to Council.

Schultz said what they had talked about fell under four or five categories. Most of the slides seemed to be definitions. They had also talked about vehicles that were not allowed, which could be another slide. Then they could say what was allowed. Next, they could do a deep dive into rules of the road, such as where pedestrians should be. Another slide could discuss hot button issues, such as LSVs, with a request for guidance from Council.

They discussed how to streamline the presentation. Speed zones and education programs were mentioned, but Miller said he believed they should stick to what was currently in the ordinance. Larson said he hoped the City would improve public education once they had completed this ordinance update process.

The goal of this presentation was to get affirmation from Council that the TAG was headed in the right direction, Miller remarked. They should not get too detailed right now. They could come back with specifics once they determined what Council wanted them to do.

Larson agreed that they needed to get Council's guidance before digging into the ordinance changes. Maybe they could present the final product at an October or

November work session.

They then discussed how to determine what vehicles were allowed on the path. Bartal said they might want to just create a safety framework rather than listing every possible type of vehicle and saying if it was allowed or banned.

Larson said the Mayor and City Council had asked TAG what they thought about LSVs on the paths. Other neighboring jurisdictions had allowed them. Some of LSVs were as much as 55 inches wide, he said. The current ordinance also said they should operate in a low-speed mode, but what that might be was not clear.

Schultz asked the members what they thought about banning LSVs. Toronto said she did not recommend allowing them. Hayes had said he did not support banning them. Schultz did not want LSVs, while Reeves said he did not want them banned. James pointed out that some LSVs had safety features that carts usually did not have. Bartal said he would hate to rule out safer vehicles.

Miller said it seemed that the group agreed that size should be regulated but was divided on how to regulate vehicles on the basis of speed. They decided to leave it under consideration for now.

Larson went over the deadline for getting information to him before the presentation to Council. Miller said he would have to submit it for the Council agenda by the following Thursday at noon.

The next meetings were set for September 9 and 23. Toronto said she would be travelling but could attend via Teams.

Toronto also mentioned that since Georgia Code was using the term “shared path,” the City needed to use that term rather than multi-use path. Miller said he had brought that to the City Manager’s attention.

C. City Ordinance Updates- continued discussions

New Agenda Items

A. SR54 Path Bridge and side path design review

Larson explained that there was a 2017 Special Purpose Local Option Sales Tax (SPLOST) project to build a path from Broken Bow to Robinson Road and a 2023 SPLOST project to connect to that path via a bridge over SR 54. He suggested TAG might want to review the plans before they were approved by Council. This might prevent problems such as the sightline issues that had been discovered after the County’s Redwine Road tunnel opened.

Miller pointed out that right now they were just in the conceptual phase, not the

design phase, and things often changed. He did not think TAG should bother to review the plans until the design was completed. They all agreed it would be a good idea to look at the design.

Miller said if TAG wanted to see the initial design, they could, but right now, the consultants and the City were still deciding on the best location. Miller suggested they invite the City Engineer to attend a future meeting and discuss the next iteration of the bridge plan.

Public Hearings

None

Member/Staff Topics

A. Upcoming TAG meetings dates

The next meetings were set for September 9 and 23. Toronto said she would be travelling but could attend via Teams

1. September 9, 2025

2. September 23, 2025

Adjourn

There being no further business, Larson moved to adjourn at 7:53 p.m. James 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: September 24, 2025

SUBJECT: Micromobility Ordinance Review

Recommendation:

The Transportation Advisory Group continues 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 scheduled meetings to develop recommended changes.

Discussion:

The TAG presented to the City Council at their September 4th Work Session a review of existing micromobility ordinance gaps and opportunities for revisions. The Council unanimously affirmed that TAG should proceed to develop proposed ordinance revisions addressing shared path user safety concerns about new micromobility devices and other vehicles.

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 also 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.

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

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: September 24, 2025
SUBJECT: Path and Trail Kiosk Maintenance Donation Proposal

Recommendation:

The Transportation Advisory Group recommends to the City Council to approve this donation-in-kind of materials and volunteer labor in fiscal year 2026 for maintenance of six shared-use path and trail information kiosk.

Discussion:

Bike-Walk Fayette along with the SouthSide Cycling Club proposes to donate in-kind materials of approximately \$1,000 value in FY26 for maintenance of six information kiosk located on shared-use paths and trails previously constructed by volunteers.

These volunteers will lead other community groups and residents to donate materials and make materials-in kind contributions to complete refurbishment of the six kiosk, to include installation of replacement metal roofs and timbers, painting and attaching City-approved public information signs.

All of these kiosk were originally Eagle Scout projects sponsored by community organizations and completed over 10 years ago. The paint, signs and maps on the kiosk are faded and for the most part unreadable. This is also an opportunity to refresh the kiosk to include sharing the ***Navigate PTC app*** and the latest path safety rules and procedures.

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: September 24, 2025

SUBJECT: Path Master Plan Proposal Discussion

Recommendation:

The Transportation Advisory Group recommends to the City Staff to revise the City website to present a concise and accurate representation for the public of the shared-use path system in the form of a Path Master Plan, considering the Georgia Code guidance for PTV Transportation Plans and best practices; to include sharing goals, historic and current path system maps, City Council-approved projects, assessments for proposing projects, path design standards, path conditions and maintenance projects, end-of-trip facilities, path safety, and capital improvement project funding allocations.

Discussion:

This proposal is an administrative task that the TAG and community volunteers can assist the City Staff to gather and organize existing information, making it accessible to City residents. TAG actions in 2025 also provide essential information toward this effort. Some of this public information is presently linked within the City website from the **Multi-Use Path System** page at <https://peachtree-city.org/1187/Multi-Use-Path-System>

The League of American Bicyclist's *2023 Bicycle Friendly Community Report Card* for Peachtree City had the following feedback for improvement:

"The Bike Plan provided on Peachtree City's 2023 BFC application only consisted of a map of the Multi-Use Path (MUP) System. The League of American Bicyclists strongly encourages Peachtree City to develop and adopt an official dedicated Bicycle Master Plan for your community that accompanies this map and outlines specific, measurable goals around all 5 'E' categories of the BFC application. A written and formally adopted Bicycle Master Plan is a critical step to improving conditions for bicycling and institutionalizing processes for future improvements. Your plan should include evaluation of connections and gaps between the MUP system and your roadway network, as well as ridership and safety data analysis, end-of-trip facilities, education, and encouragement efforts. In addition to establishing specific and measurable goals, benchmarks, and evaluation efforts, a successful Bicycle Master Plan should be supported by a dedicated budget for implementation."

2024 CODE OF GEORGIA

Title 40 - MOTOR VEHICLES AND TRAFFIC (§§ 40-1-1 — 40-16-8)

Chapter 6 - UNIFORM RULES OF THE ROAD (§§ 40-6-1 — 40-6-397)

Article 13 - SPECIAL PROVISIONS FOR CERTAIN VEHICLES (§§ 40-6-290 — 40-6-369.1)

Part 6 - PERSONAL TRANSPORTATION VEHICLE TRANSPORTATION PLAN (§§ 40-6-363 — 40-6-369.1)

Section 40-6-363 - Legislative intent

The purpose of this part shall be to authorize any local authority to establish a personal transportation vehicle transportation plan for roadways and streets within the local authority's jurisdiction. It is the intent of the General Assembly that these plans be designed and developed to best serve the functional travel needs of the jurisdiction and to have the physical safety of the personal transportation vehicle occupants and their property as a major planning component. No local authority shall be liable for losses resulting from exercising or not exercising its authority to adopt a personal transportation vehicle transportation plan, failing to adopt such plan, making an inadequate plan, or negligently adopting such plan.

Section 40-6-364 - Definitions

As used in this part, the term:

- (1) "Personal transportation vehicle lane" or "PTV lane" means a portion of the roadway that has been designated by striping, pavement markings, or signage for the exclusive or preferential use of persons operating personal transportation vehicles. Such PTV lanes shall at a minimum meet accepted guidelines, recommendations, and criteria with respect to planning, design, operation, and maintenance as set forth in the American Association of State Highway and Transportation Officials Safety Manual.
- (2) "Personal transportation vehicle transportation plan" or "PTV plan" means a detailed guide for the operation of personal transportation vehicles upon local streets and road segments passed by a local authority through ordinance or resolution.
- (3) "Plan area" means the territory designated by a local authority in a personal transportation vehicle transportation plan that provides for use of personal transportation vehicles and may include privately owned land upon the consent of the landowner.

Section 40-6-365 - Standards for local authorities to establish personal transportation vehicle transportation plans

- (a) A local authority may, by ordinance or resolution, adopt a PTV plan.
- (b) Prior to the enactment of a PTV plan, a local authority shall submit the plan to any agency having traffic law enforcement responsibilities in the plan area and allow for input and comment upon the PTV plan.
- (c) A PTV plan shall:
 - (1) Establish minimum general design criteria for the development, planning, and construction of separated PTV lanes, including, but not limited to, the design speed of the facility, the space requirements of the personal transportation vehicle, and roadway design criteria. This paragraph shall not apply if a local authority's governing body and the law enforcement agency with primary traffic jurisdiction over the street in question concludes that the street or roadway segment is suitable to safely accommodate both regular vehicular traffic and personal transportation vehicles but shall be governed by the requirements listed in Code Section 40-6-368;

- (2) Establish uniform specifications and symbols for signs, markers, and traffic control devices consistent with the most current version of the Manual on Uniform Traffic Control Devices to control personal transportation vehicle traffic; to warn of dangerous conditions, obstacles, or hazards; to designate the right of way between personal transportation vehicles, other motor vehicles, and bicycles; to state the nature and destination of the PTV lane; and to warn pedestrians, bicyclists, and motorists of the presence of personal transportation vehicle traffic;
- (3) Include a permitting process for personal transportation vehicles operating within the plan area. Such permitting process may include, but is not limited to, requirements regarding permit posting, permit renewal, operator education, and liability insurance. Local authorities may require a personal transportation vehicle to be permitted at least once every five years for a fee not to exceed \$15.00;
- (4) Establish minimum safety criteria for personal transportation vehicle operators, including, but not limited to, requirements relating to personal transportation vehicle maintenance and personal transportation vehicle safety. Unless otherwise allowed by law under local ordinance established prior to January 1, 2012, as authorized by Part 3 of this article, operators shall be required to possess a valid driver's license and comply with the financial responsibility requirements for passenger vehicle operators;
- (5) Establish restrictions limiting the operation of personal transportation vehicles to PTV lanes, paths, or other approved streets or road segments in the plan area; and
- (6) Provide that any person operating a personal transportation vehicle in the plan area in violation of the PTV plan is guilty of an infraction punishable by a fine as established by law.

(d) A PTV plan may include, but is not limited to, the following elements:

- (1) Route selection, which includes a finding that the route will accommodate personal transportation vehicles without an adverse impact upon traffic safety, and will consider, among other things, the travel needs of commuters and other users;
- (2) Transportation interfacing, which shall include, but not be limited to, coordination with other modes of transportation;
- (3) Community involvement in planning;
- (4) Flexibility and coordination with long-range transportation planning;
- (5) Provision for personal transportation vehicle related facilities including, but not limited to, special access points, charging stations, and personal transportation vehicle crossings;
- (6) Provisions for parking facilities, including, but not limited to, community commercial centers, golf courses, public areas, parks, and other destination locations; and
- (7) Provisions for special paving, road markings, signage and striping for PTV lanes, road crossings, parking, and circulation.

(e) A PTV plan shall not include the use of any state highway, or any portion thereof, or the operation of personal transportation vehicles except that a crossing of, or a PTV lane along, a state highway may be included in the plan if consistent with accepted guidelines, recommendations, and criteria with respect to planning, design, signage, operation, and maintenance of shared use paths or PTV lanes as set forth in the Manual on Uniform Traffic Control Devices and the American Association of State Highway and Transportation Officials Safety Manual.

Added by 2014 Ga. Laws 629, § 11, eff. 7/1/2014.

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: September 24, 2025

SUBJECT: ADA Transition Plan - 2025 Annual Review

Recommendation:

The Transportation Advisory Group completes the annual required review of the ADA Transition Plan to make recommendations for capital improvements specific to transportation infrastructure for a 2025 update to be approved by the City Council.

Discussion:

Background. The very first Peachtree City ADA Transition Plan was developed because GDOT was withholding FY24 Federal highway funding per FHWA guidance as the City was not compliant with the Americans with Disabilities Act and did not have the required plan. The initial 2024 Plan only incorporated the 2023 SPLOST #23 "Path Transition Reconstruction – Citywide." GDOT further recommends an annual Plan update.

The City Council approved the Accessibility Consulting Partners (ACP) consultation contract in February 2025 to support development of a complete ADA Transition Plan to bring the City into compliance with its roads, paths, sidewalks, and facilities. According to the City staff, ACP's audit and recommendations are specific to City facilities including recreation facilities and apparently did not review the City-wide transportation infrastructure including sidewalks and crossings.

Transportation Advisory Group Duties:

"An annual review with staff regarding recommended changes, additions, or deletions to the city's Americans with Disability Act Transition Plan with the final adoption being the responsibility of the city council." Ordinance Sec. 2-492 (8)

This 2025 TAG self-evaluation survey by the TAG is of existing GDOT-constructed pedestrian crossings at State Highway intersections that have no connection to the adjacent City paths. These crossings are used every day by pedestrians and cyclists who have to navigate dirt and obstacles between the crossings and the shared-use path network. The City has no current plan to install a sidewalk connecting these crossings.



Peachtree City ADA Transition Plan Annual Review

Presented by

TAG Members

Public Works Director Jonathan Miller

Transportation Advisory Group

TAG Internal Review
September 30, 2025

Purpose

The Transportation Advisory Group will complete.....

"An annual review with staff regarding recommended changes, additions, or deletions to the city's Americans with Disability Act Transition Plan with the final adoption being the responsibility of the city council."

Transportation Advisory Group Duties
City Ordinance Sec. 2-492 (8)

GDOT – Americans with Disability Act Requirements Letter, 2023

- City must submit a plan to be in compliance with the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990.
- An ADA Transition Plan should be updated annually.
- If your city receives ANY federal funds for ANY reason you must comply.

GDOT Transition Plan Checklist, 2023

☐	Yes	Chart those sidewalks, crossings and ramps that do not meet the requirements set forth by the federal government on January 26, 1992, indicating the location, type of barrier, barrier resolution, anticipated date of resolution and estimated cost.
☒	No	

Current Situation: No path-sidewalk connecting State Route pedestrian intersections self-evaluation survey has been completed for local right-of-way compliance

Public Right-of-Way Accessibility Guidelines (PROWAG), 2023

Adopted in 2025 by USDOT to specify the technical standards for removing barriers in public sidewalks, crosswalks, and other pedestrian facilities.

PROWAG Definitions:

Pedestrian Access Route (PAR) - An *accessible*, continuous, and unobstructed path of travel for use by *pedestrians* with disabilities within a *pedestrian circulation path*.

Pedestrian Circulation Path - A *prepared exterior or interior surface provided for pedestrian use in the public right-of-way*.

PROPOSED UPDATES

Table of Contents

1. Introduction
2. Policies and Procedures
3. Long Range Plan
4. Request for Curb Ramp Installation/Modifications
5. Maintenance Policy
6. Curb Ramp Survey
7. Citizen Input
8. Chart of Mitigation
9. Public Requests
10. ADA Coordinator
11. Complaint Procedures
12. ADA Coordinator Training
13. Accomplishments List
14. Appendix A - Path System Transition Inventory
15. Appendix B – Sidewalk Gap Inventory [TAG Input & Review]
16. Appendix C – City Facility Inventory [ACP Input & RAG Review]

7. Citizen Input [2025 Ordinance Updates]

Recreation Advisory Group [Sec. 2-474(7)]

Transportation Advisory Group [Sec. 2-492 (8)]



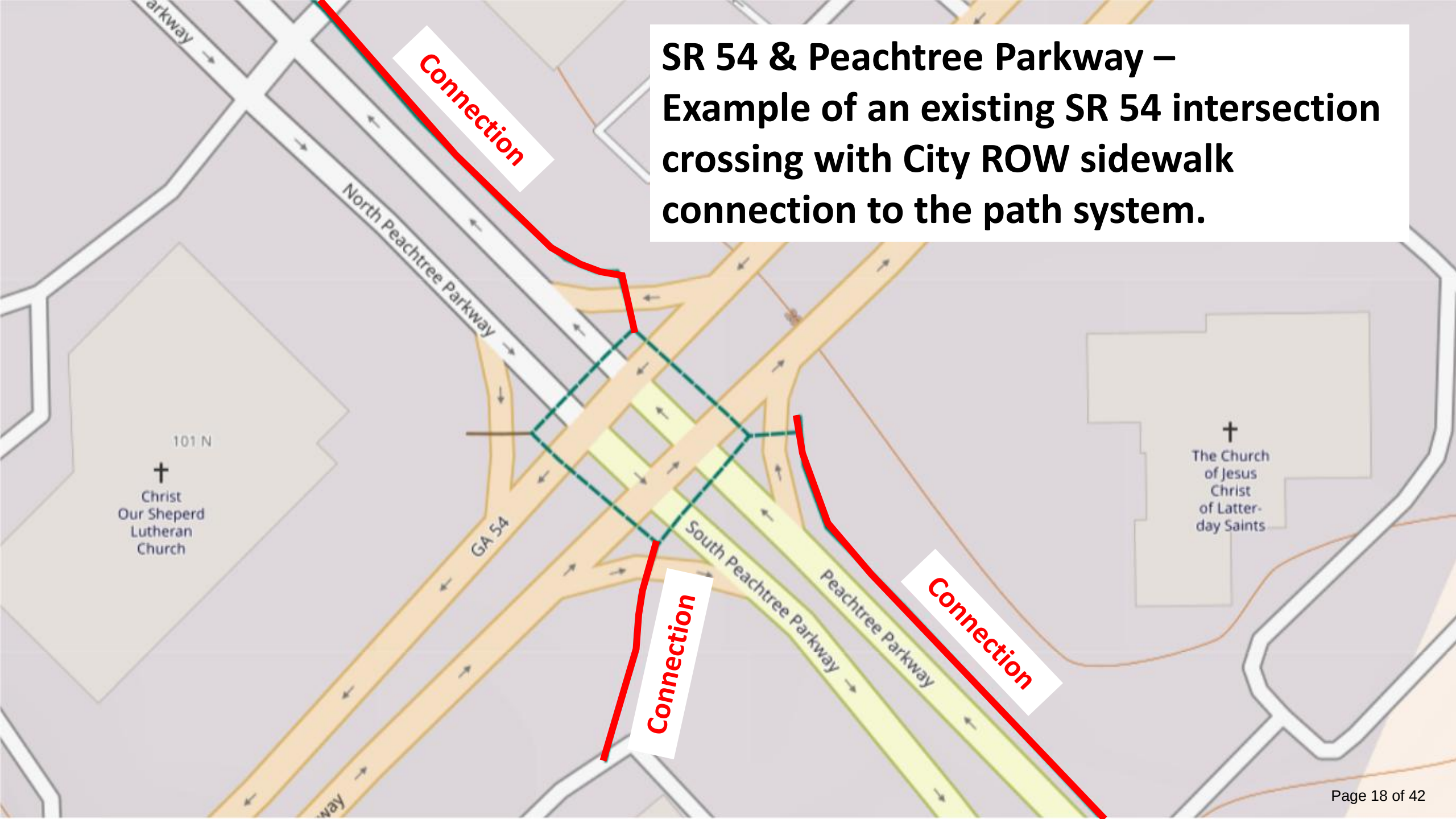
ADA TRANSITION PLAN

https://issuu.com/peachtreecityga/docs/formal_ada_transition_plan_1_1

2024



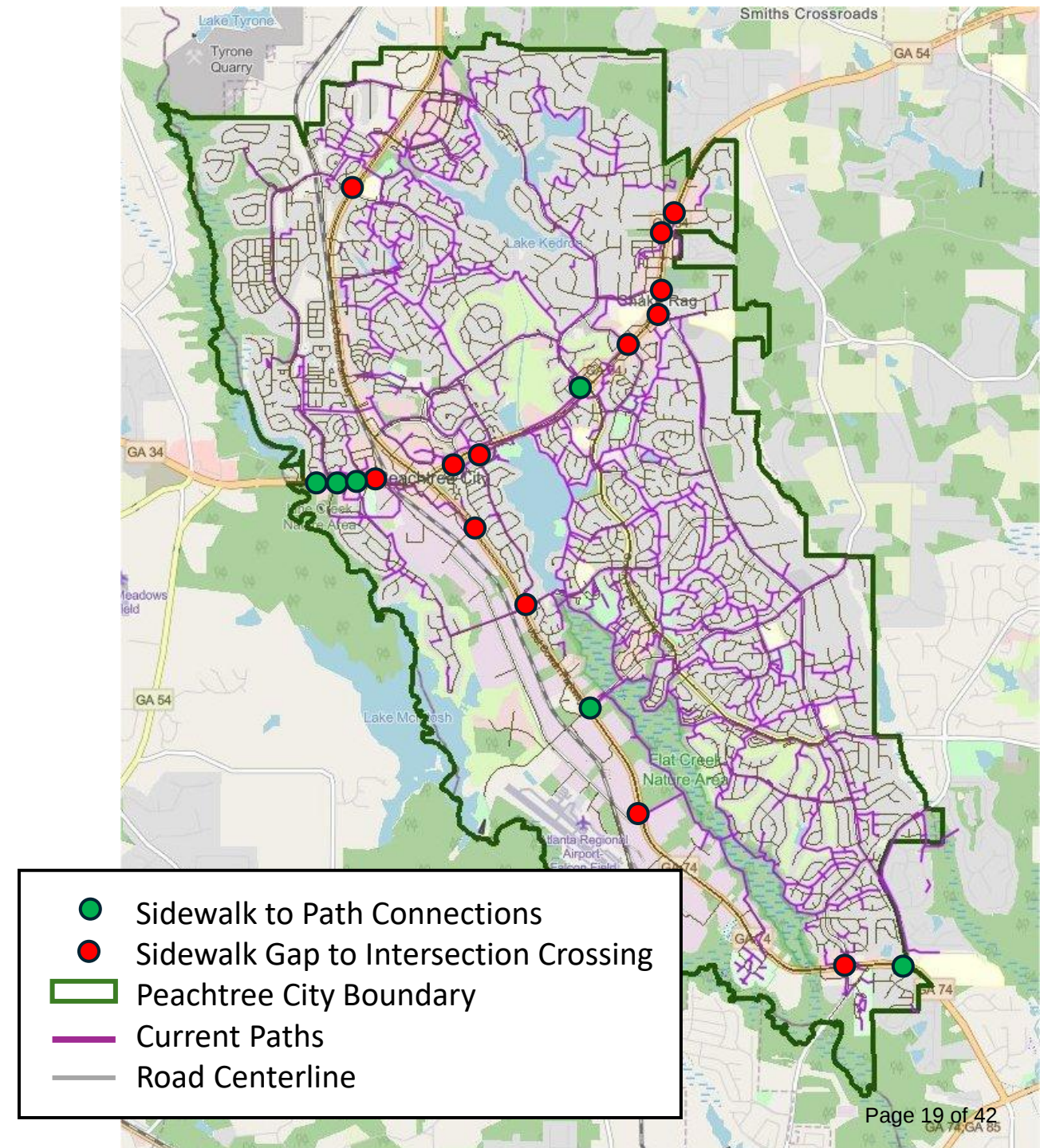
**SR 54 & Peachtree Parkway –
Example of an existing SR 54 intersection
crossing with City ROW sidewalk
connection to the path system.**



Appendix B (Proposed) Sidewalk to Intersection Gap Inventory

**This is a tentative project roster subject
to TAG validation and prioritization**

1. SR 54 & Flat Creek / Willowbend RD
2. SR 54 & Northlake / Willowbend RD
3. SR 54 & Robinson RD
4. SR 54 & Market Place / Circle Gate
5. SR 74 & Kelly DR
6. SR 74 & Holly Grove / Rockaway RD
7. SR 54 & Walt Banks RD
8. SR 54 & Stevens Entry
9. SR 74 & Ardenlee / Georgian Park
10. SR 74 & Willow RD
11. SR 54 & Lexington CIR
12. SR 54 & Sumner RD
13. SR 74 & Dividend DR



Self-Evaluation and Transition Plan Survey (Sample)

OBJECTIVE: CHART THOSE SIDEWALKS, CROSSINGS AND RAMPS THAT DO NOT MEET ACCESSIBILITY REQUIREMENTS

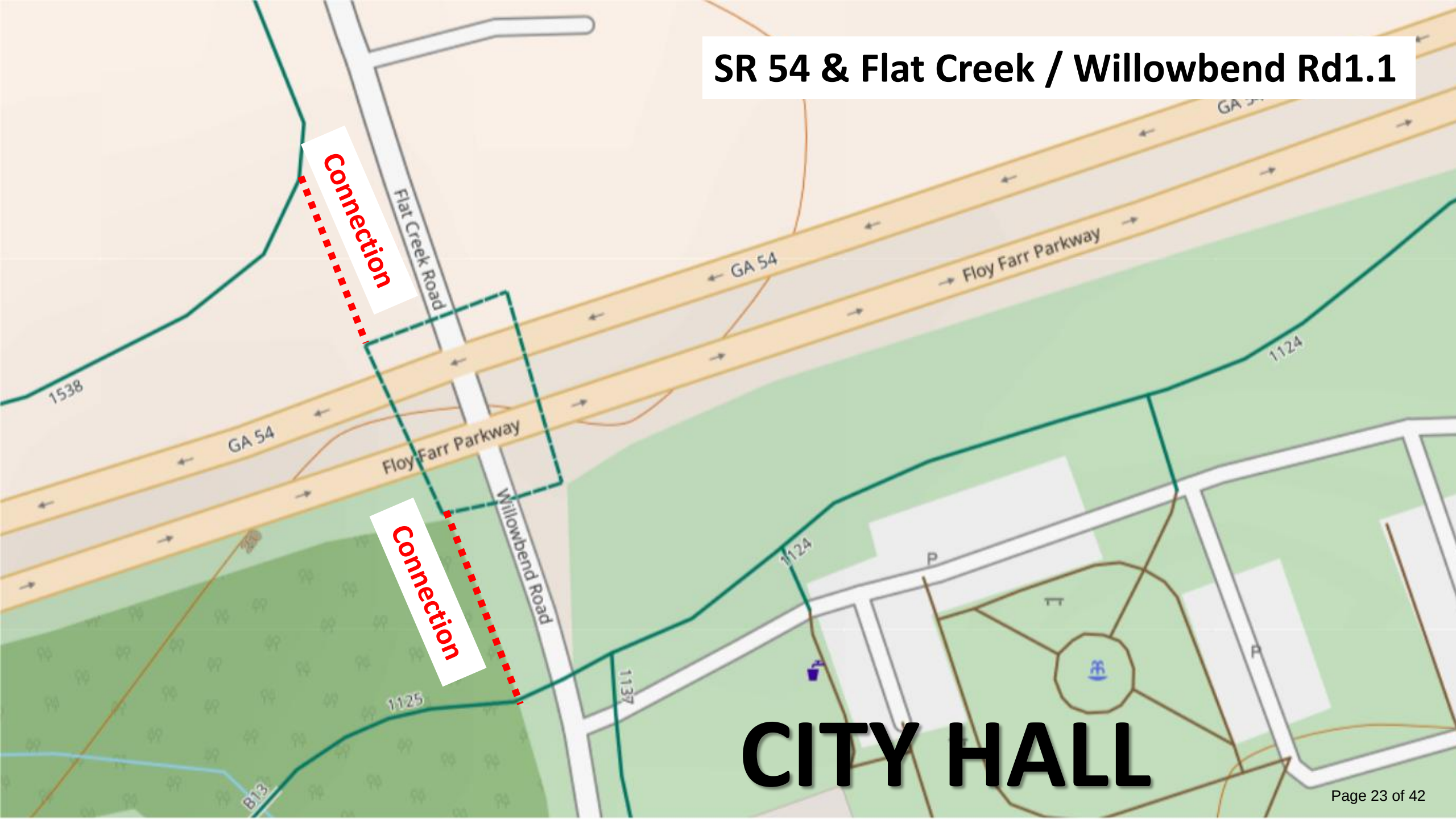
SIDEWALKS & CROSSINGS	LOCATION	BARRIERS	METHOD TO REMOVE BARRIERS	FORECAST REMOVAL	ESTIMATED COST	FUND SOURCE
Sidewalk Segment	SR54E Crossing & Flat Creek RD	No connecton to path network	Install missing segment	FY2026	TBD	2023 SPLOST
Sidewalk Segment	SR54E Crossing & Willowbend Rd East	No connecton to path network	Install missing segment	FY2026	TBD	2023 SPLOST
Sidewalk Segment	SR54E Crossing & Northlake Dr	No connecton to path network	Install missing segment	FY2026	TBD	2023 SPLOST
Sidewalk Segment	SR54E Crossing & Willowbend Rd West	No connecton to path network	Install missing segment	FY2026	TBD	2023 SPLOST
Sidewalk or Path Segment	SR54E Crossing & Robinson Rd #1002	No connecton to path network	Install missing segment	FY2028	TBD	2023 SPLOST
Sidewalk or Path Segment	SR54E Crossing & Prime Point	No connecton to path network	Install missing segment	FY2028	TBD	2023 SPLOST
Sidewalk Segment	SR54W Crossing & Market Place	No connecton to path network	Install missing segment	FY2027	TBD	2023 SPLOST
Sidewalk Segment	SR54W Crossing & Circle Gate	No connecton to path network	Install missing segment	FY2027	TBD	2023 SPLOST
Sidewalk Segment	SR74S Kelly DR	No connecton to path network	Install missing segment	FY2027	TBD	2023 SPLOST
Sidewalk Segment	SR54E Crossing & Stevens Entry #1801	No connecton to path network	Install missing segment	FY2027	TBD	2023 SPLOST
Sidewalk Segment	SR54E Crossing & Stevens Entry #1238	No connecton to path network	Install missing segment	FY2027	TBD	2023 SPLOST

Proposed Implementation Strategy

- TAG completes sidewalk to intersection gap analysis to validate requirements and recommend capital improvement project prioritization
- City Staff incorporates TAG recommendations into 2025 ADA Transition Plan update
- Presentation to City Council for approval

Sidewalk to Intersection Gap Review

SR 54 & Flat Creek / Willowbend Rd1.1

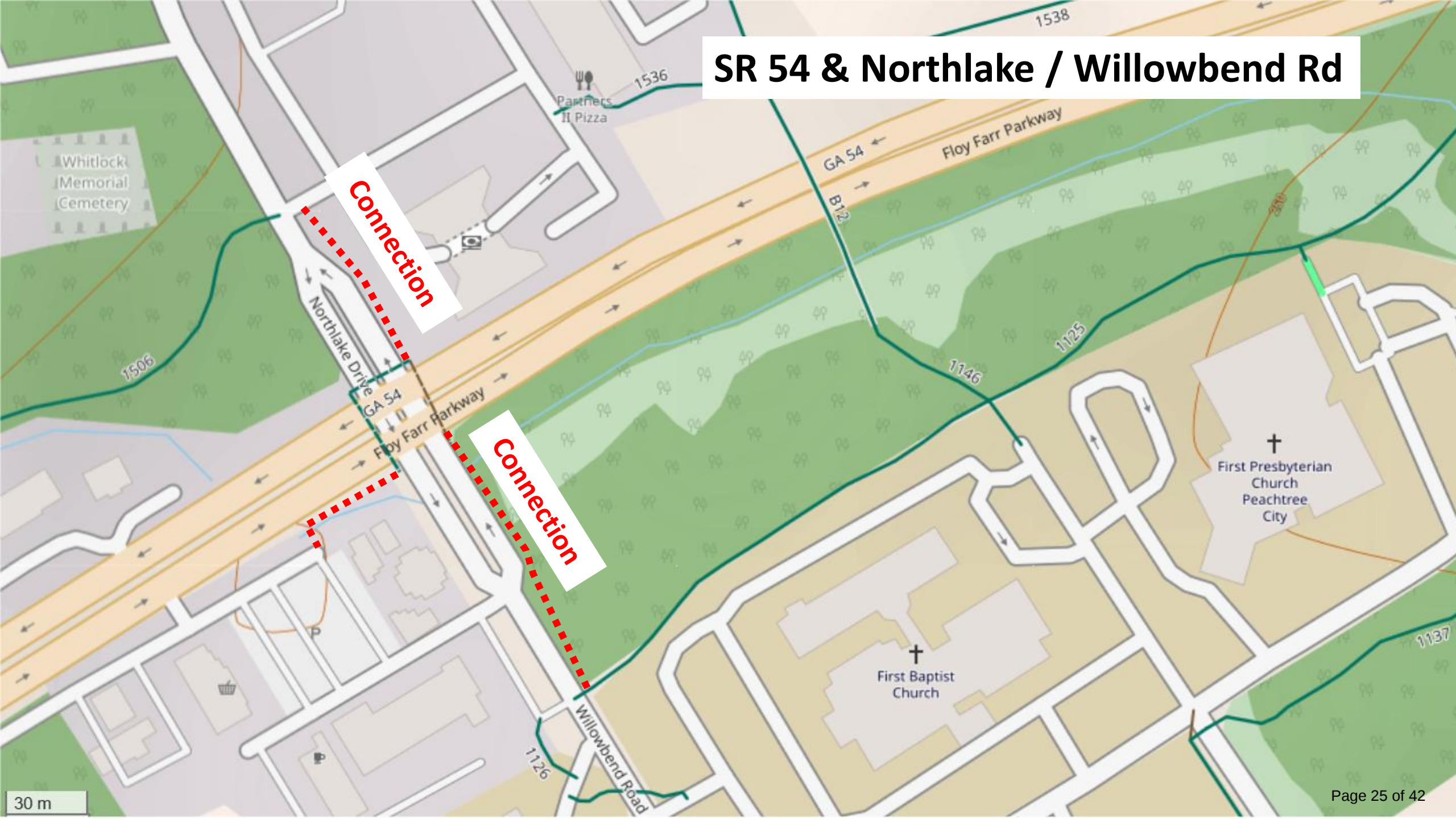


CITY HALL

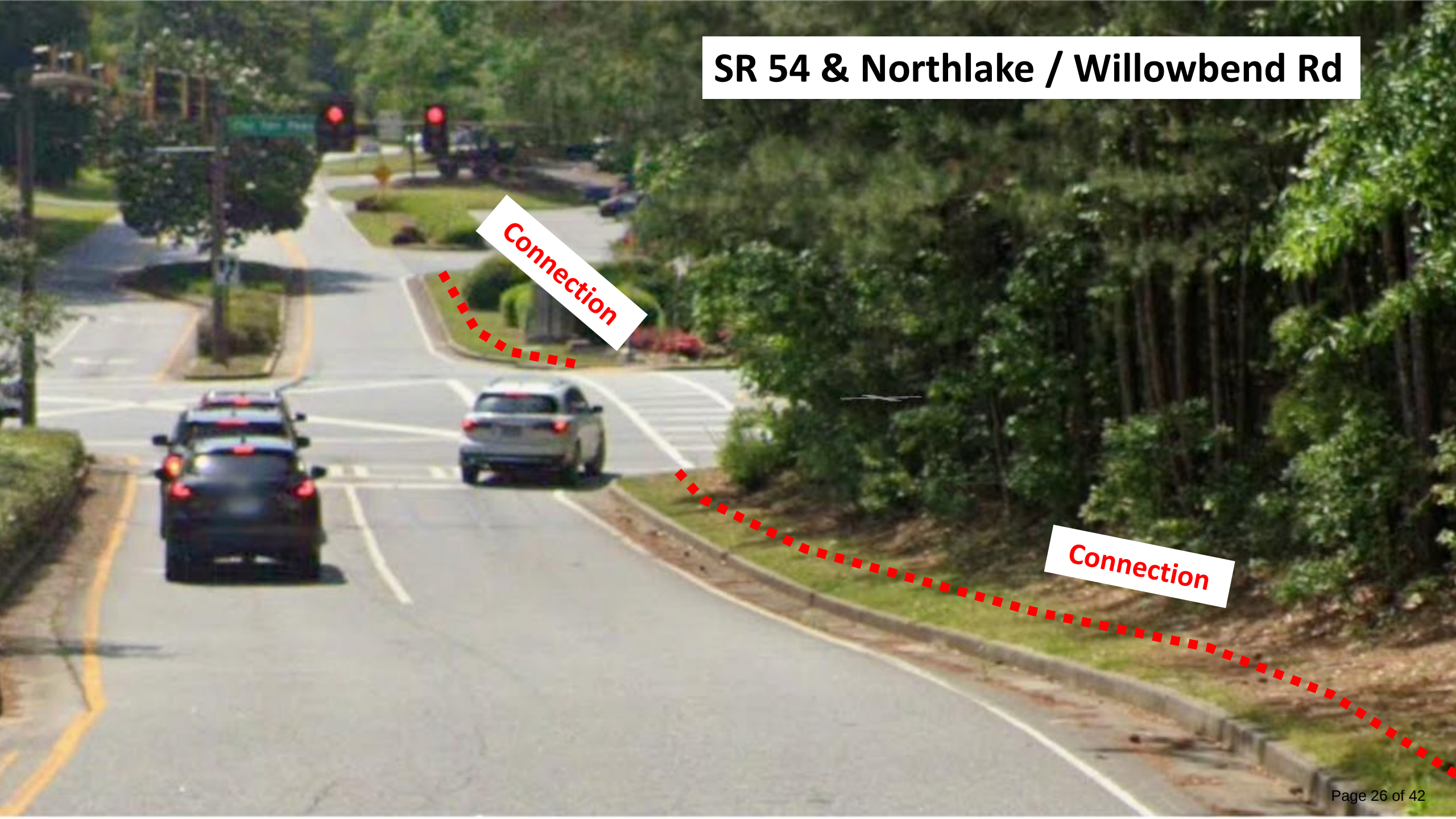
SR 54 & Flat Creek / Willowbend Rd1.1



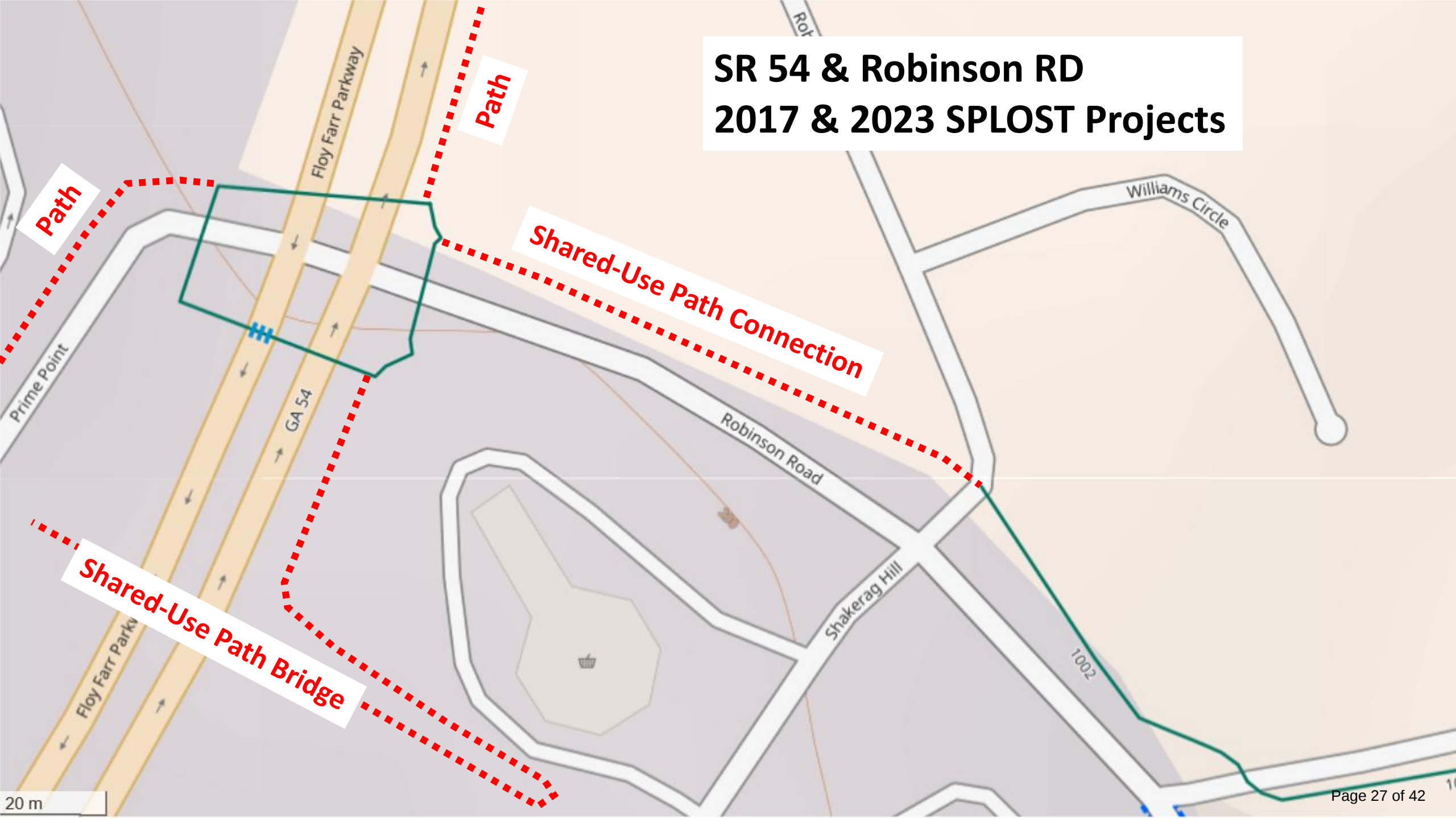
SR 54 & Northlake / Willowbend Rd



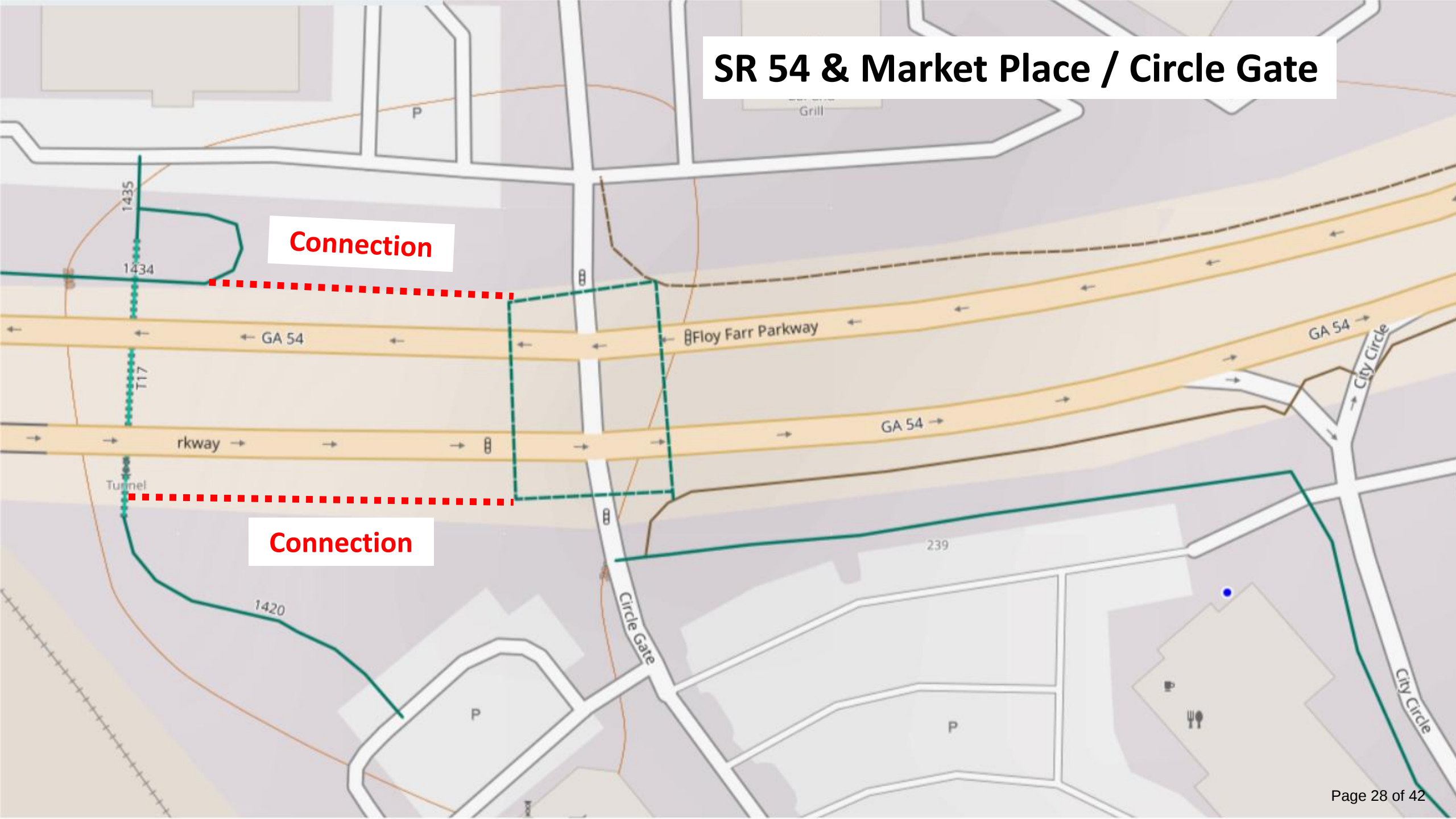
SR 54 & Northlake / Willowbend Rd



SR 54 & Robinson RD 2017 & 2023 SPLOST Projects



SR 54 & Market Place / Circle Gate



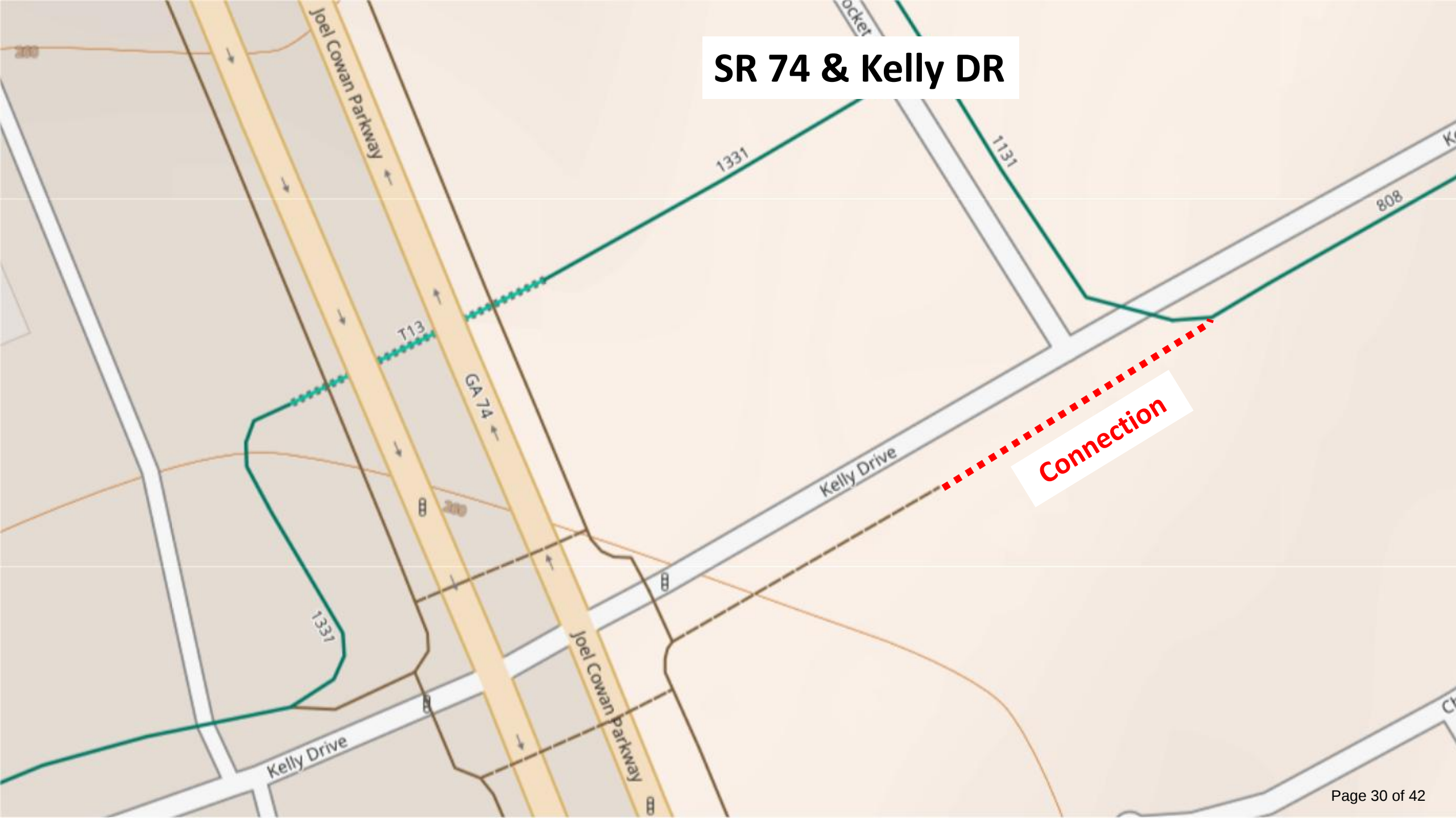
Connection

Connection

SR 54 & Market Place / Circle Gate



SR 74 & Kelly DR

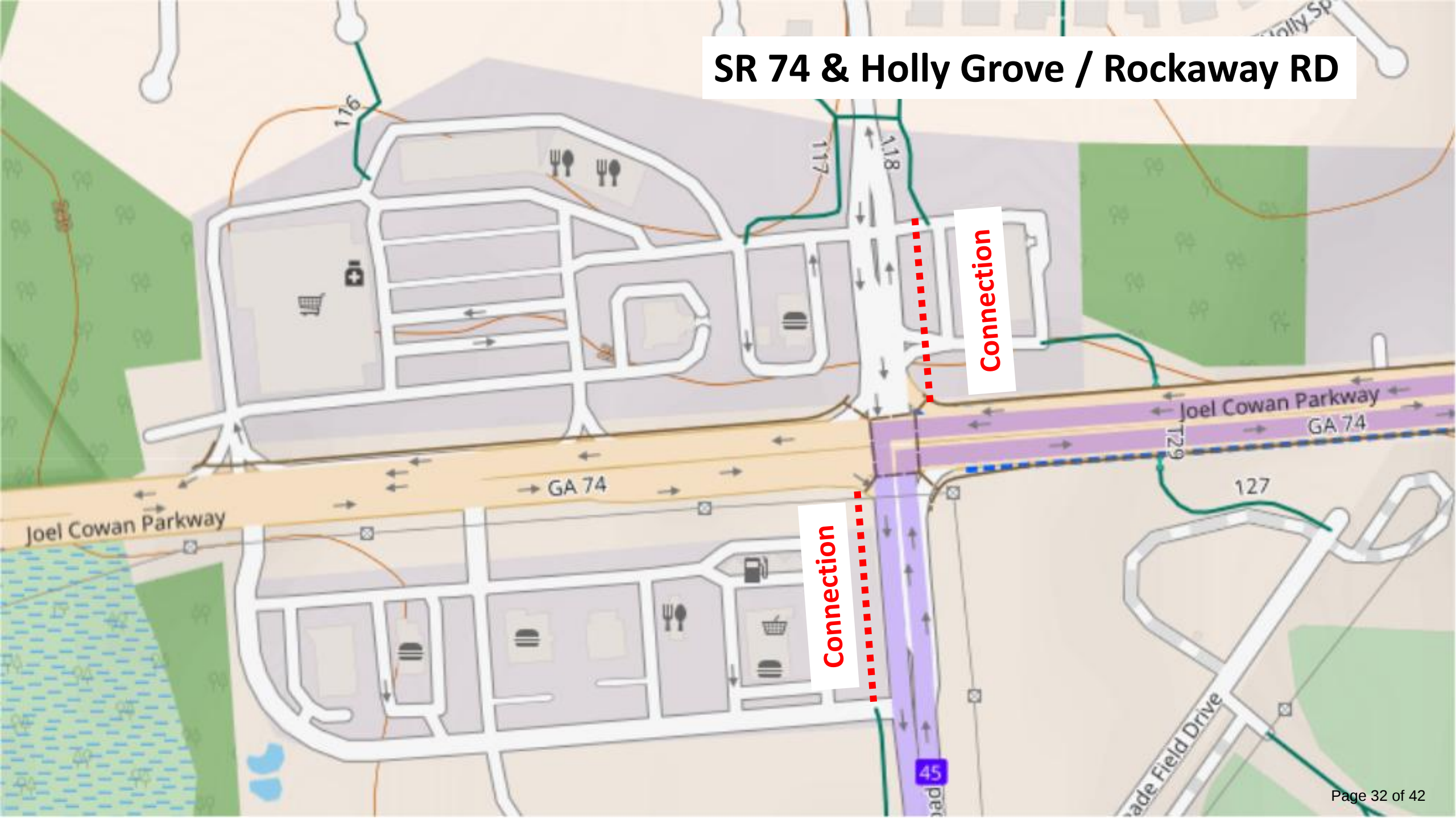


SR 74 & Kelly DR

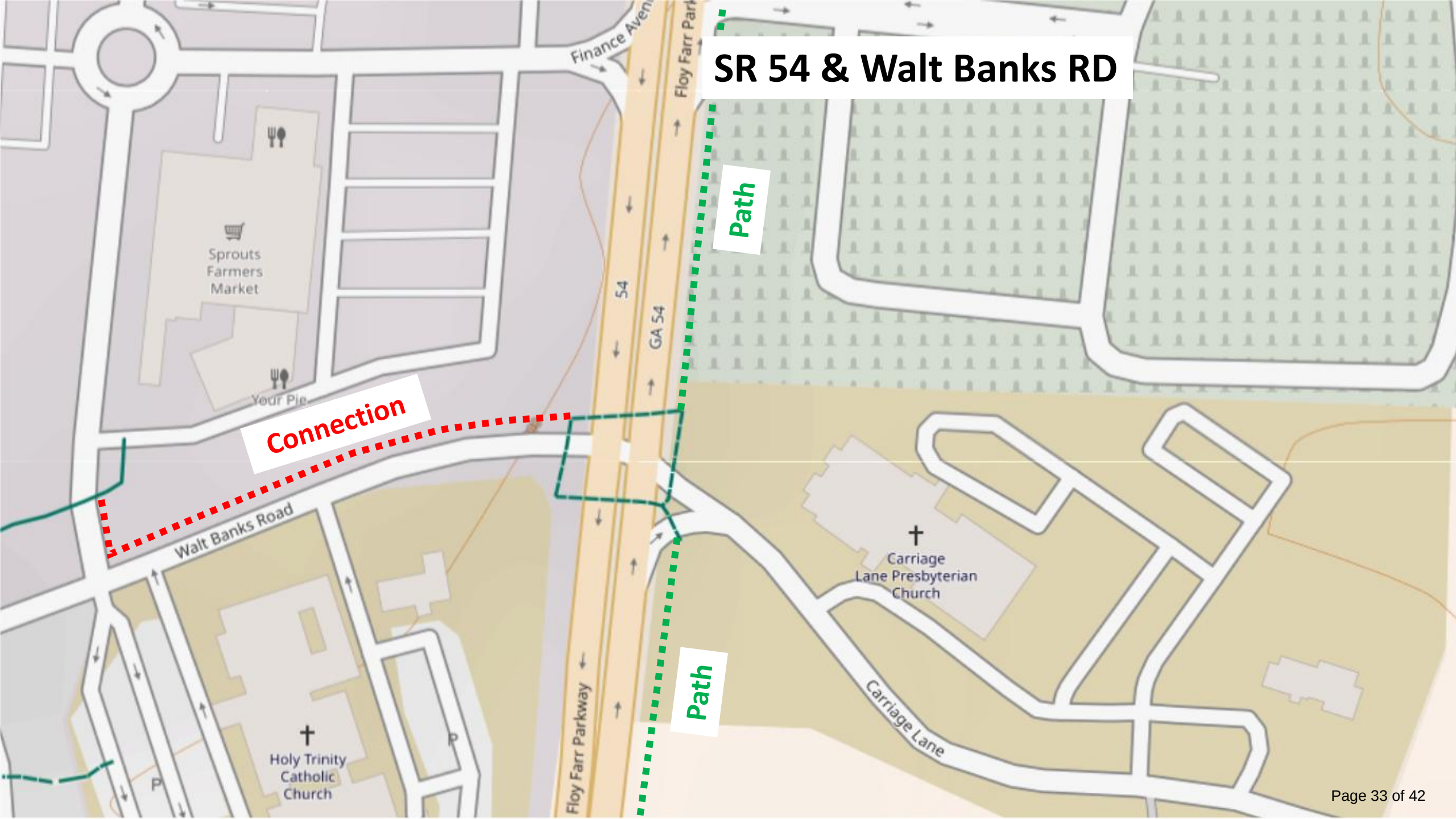
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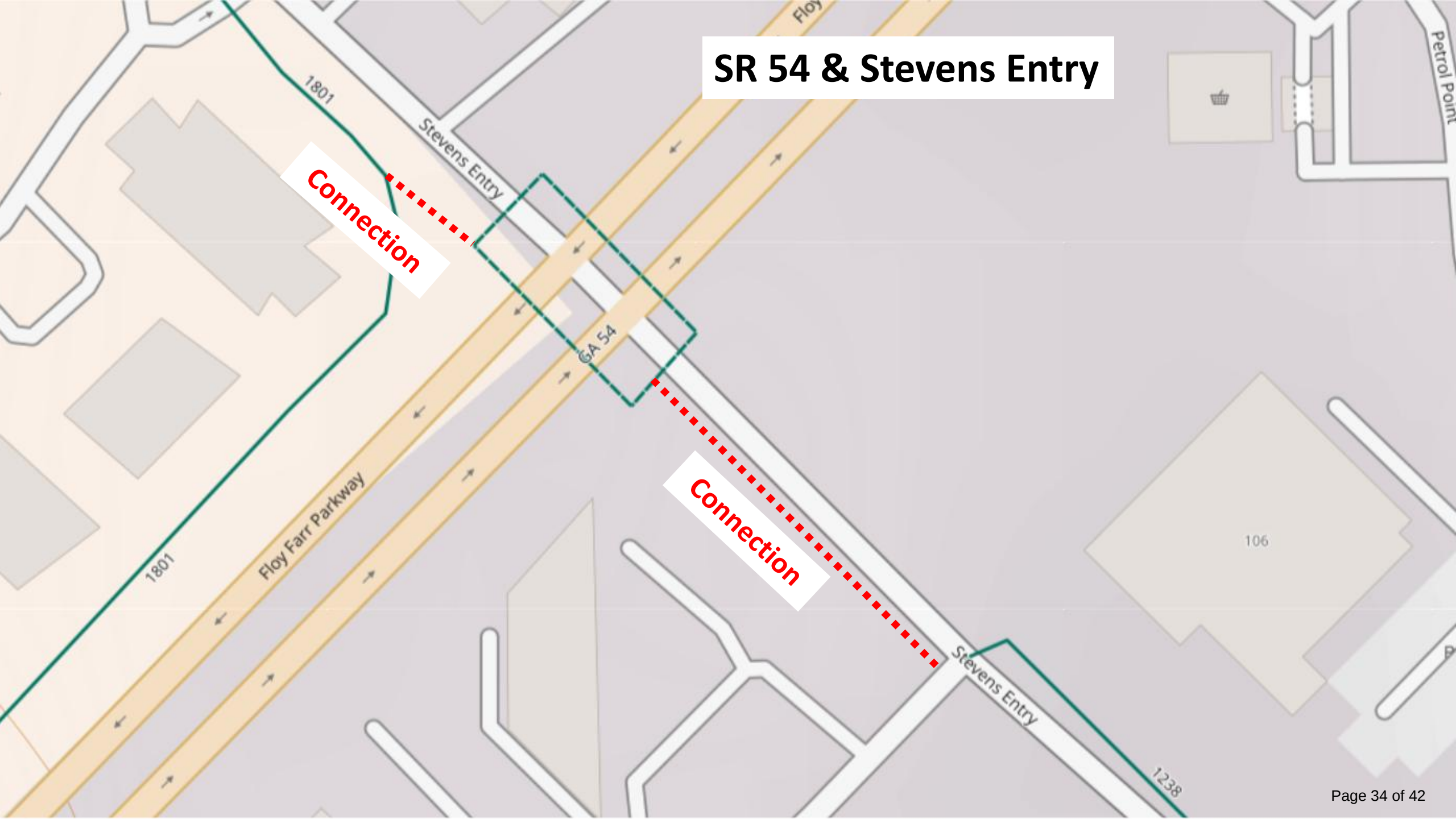
SR 74 & Holly Grove / Rockaway RD



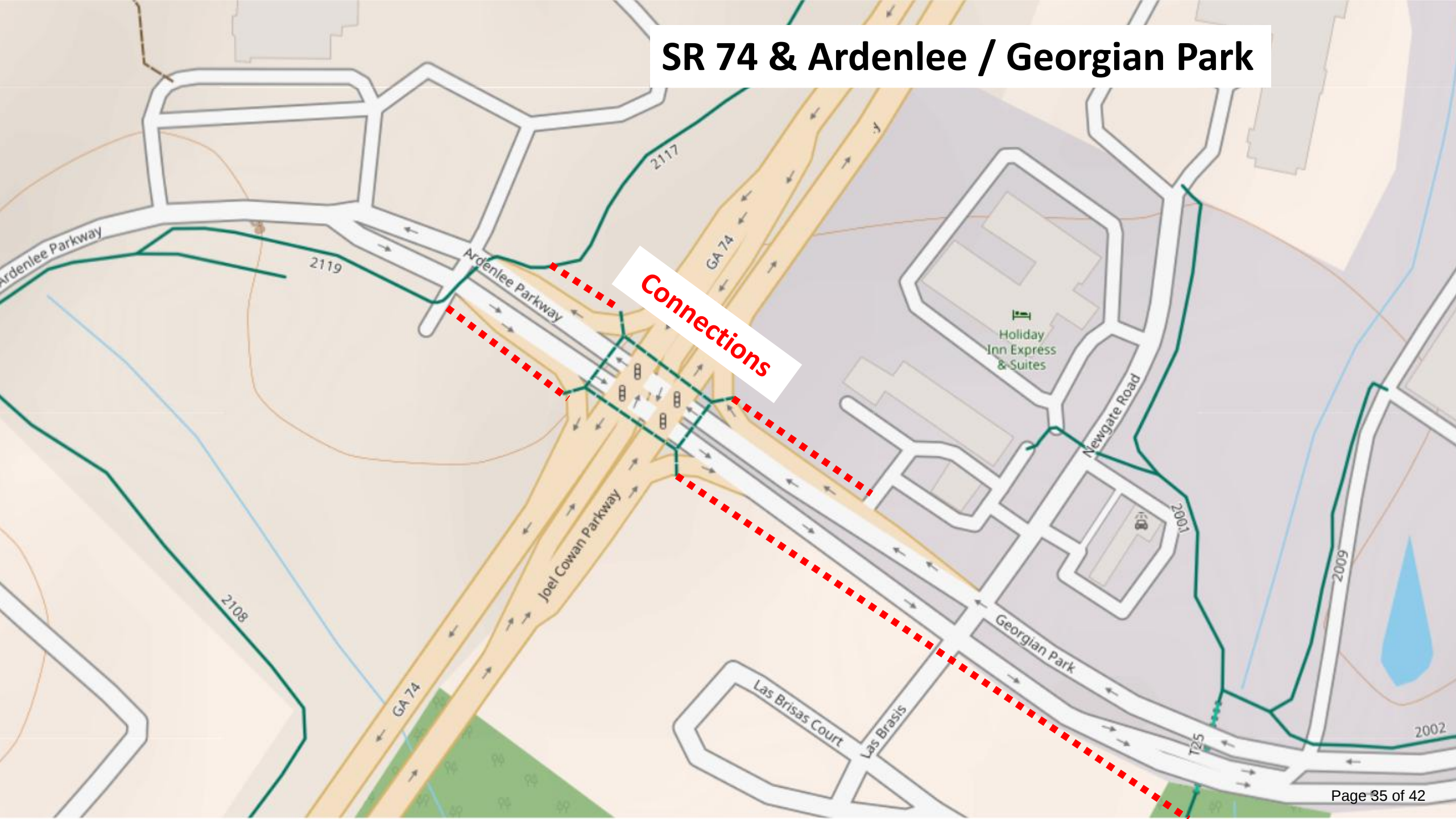
SR 54 & Walt Banks RD



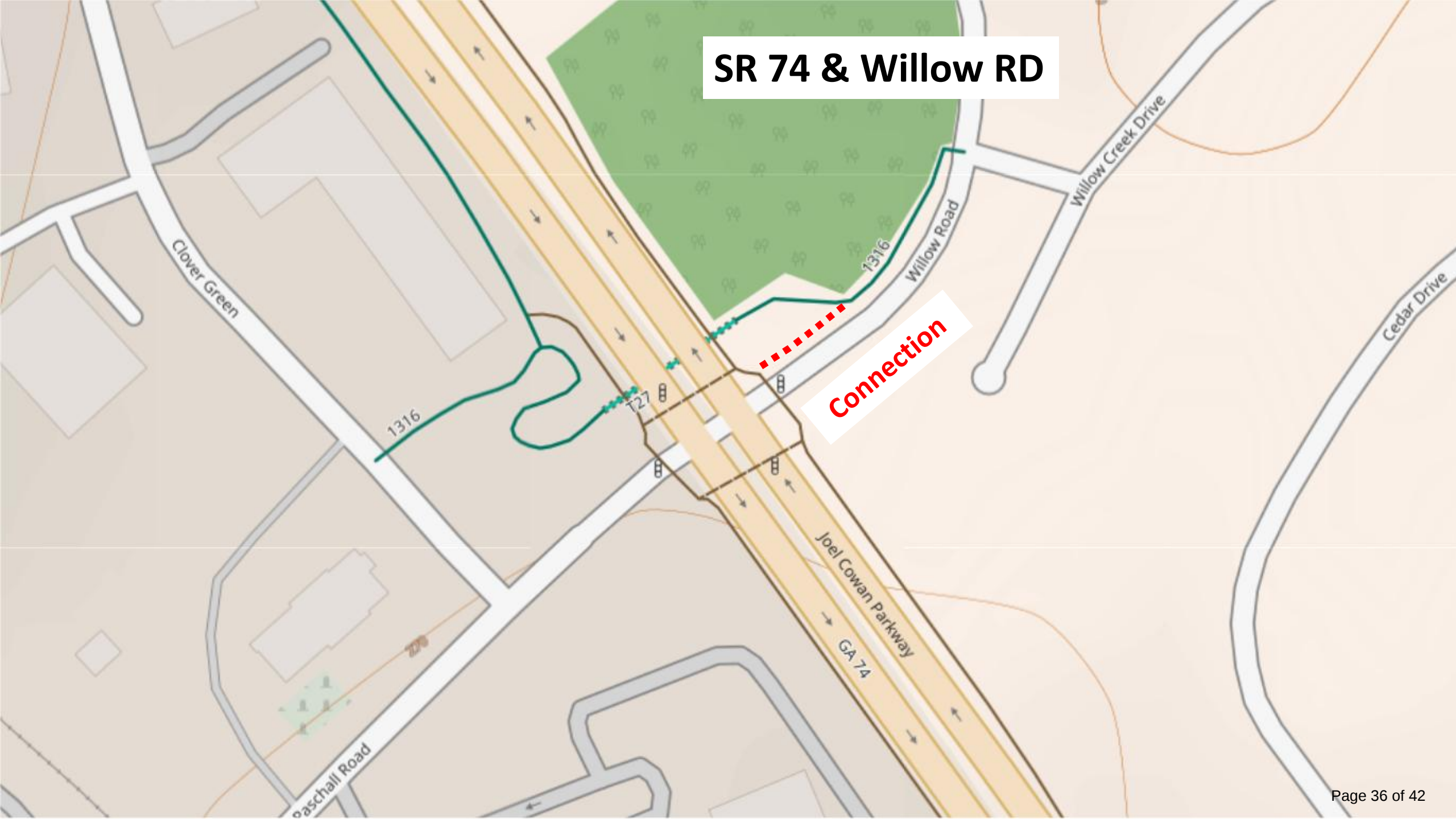
SR 54 & Stevens Entry



SR 74 & Ardenlee / Georgian Park



SR 74 & Willow RD



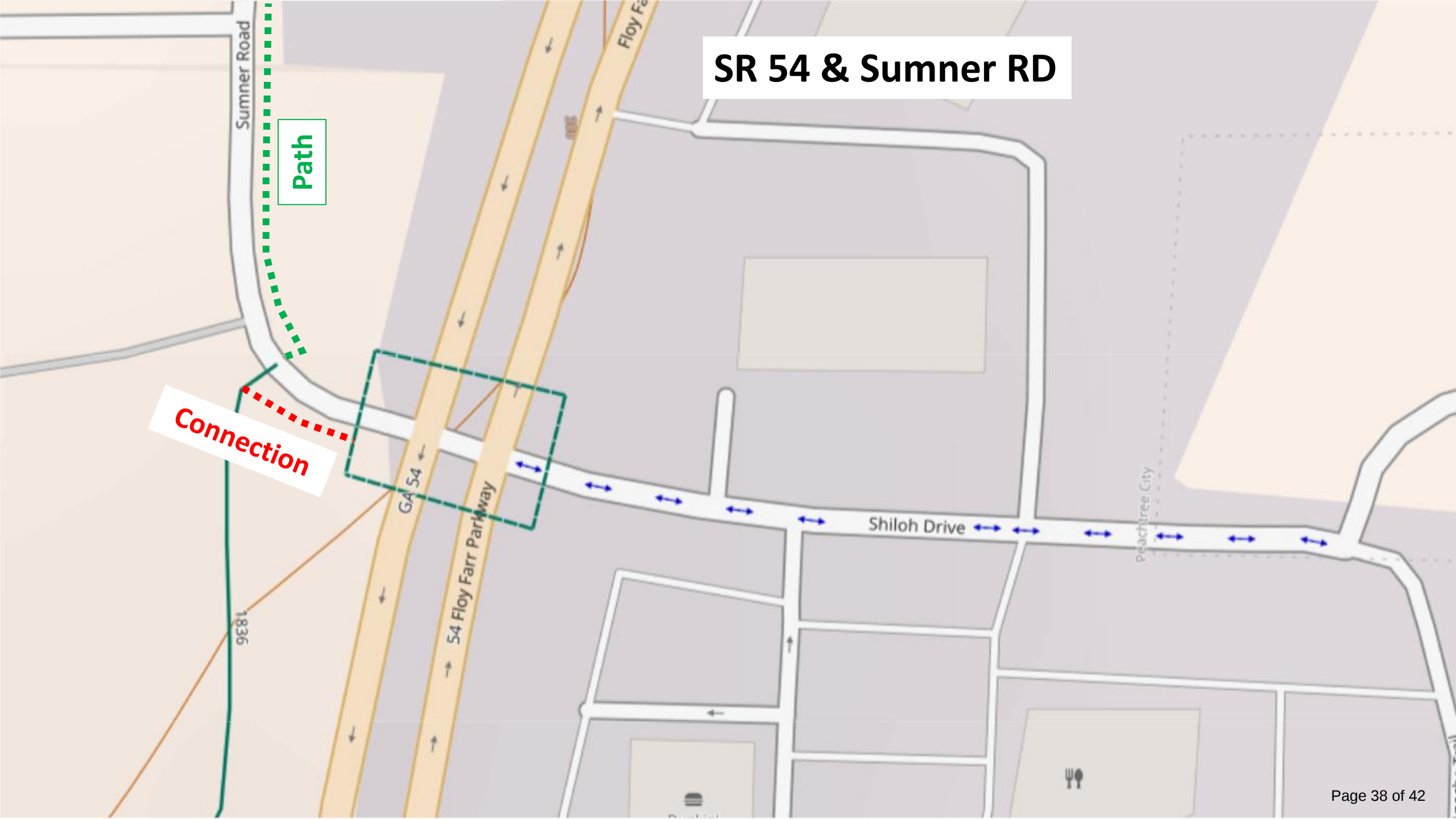
SR 54 & Lexington CIR



Connection

Path

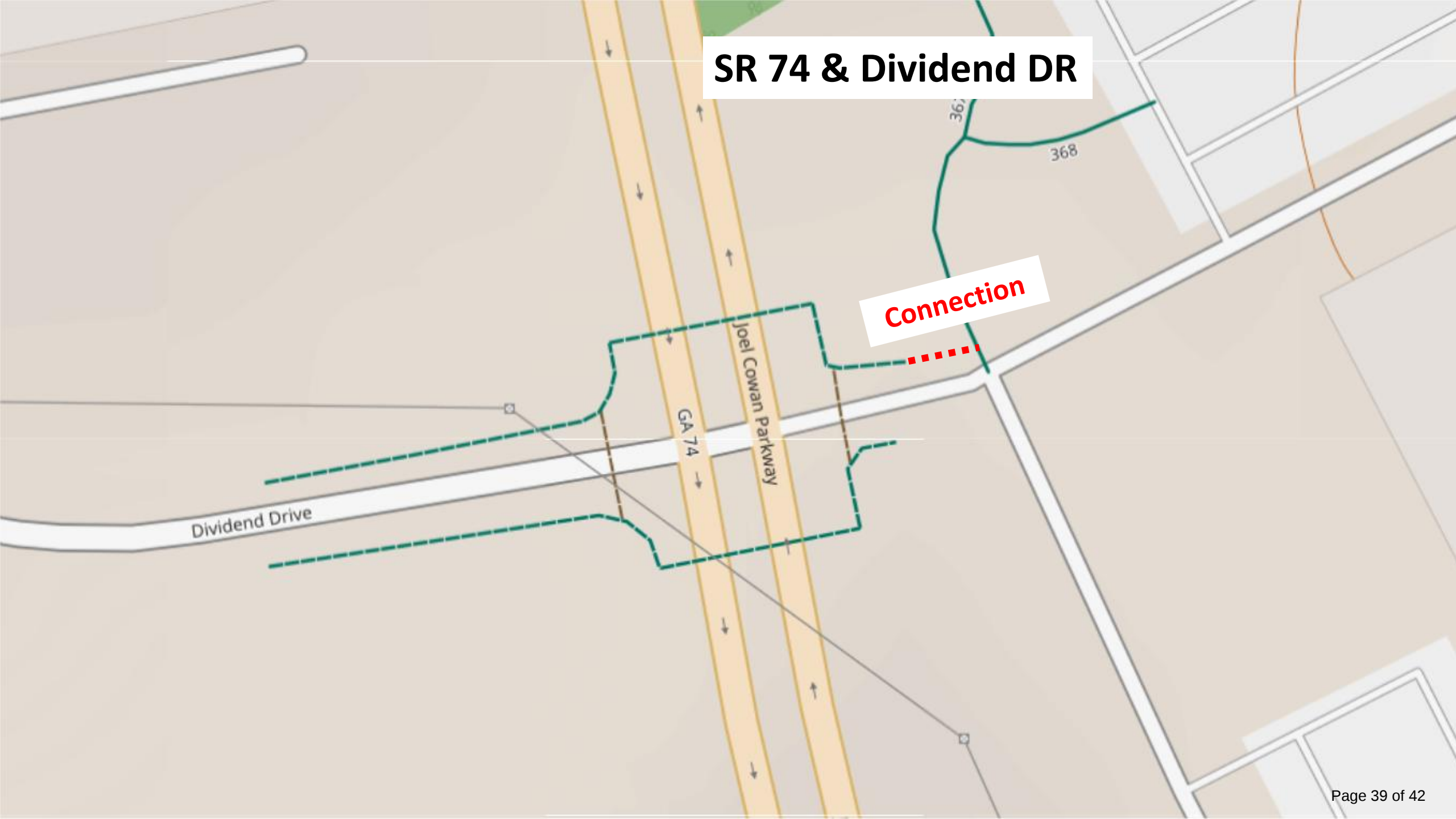
SR 54 & Sumner RD



Path

Connection

SR 74 & Dividend DR



BACKUP SLIDES

Americans with Disability Act - Title II

The Americans with Disabilities Act (ADA) was signed into law on July 26, 1990.

Title II addresses the prevention of discrimination to those physically and mentally disabled with regard to public facility access.

As part of Title II, all local agencies are required to prepare and adopt an ADA Transition Plan to identify accessibility obstacles and barriers and provide methods and a plan for removing the identified obstructions.

This specifically applies to all agencies with more than 50 employees.

ADA Transition Plan (Example)

The ADA Transition Plan includes the following:

- 1) An updated inventory of public facilities and improvements subject to ADA compliance.
- 2) An assessment of the updated inventory against current ADA standards.
- 3) A list of non-compliant features and the proposed improvements needed to achieve compliance.
- 4) A cost estimate of proposed improvements.
- 5) Prioritization and scheduling of the proposed improvements.
- 6) Identification of possible funding sources and a proposed funding plan to complete the improvements.

The Plan serves as a guide and a useful tool in completing upgrades to City-owned facilities