

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, October 21, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for a special called meeting on Tuesday, October 21, 2025, in the Community Room at City Hall. Chairman Paul Schultz called the meeting to order at 6:23 p.m. Others present included new members Heidi Becker, Jesse Wrice, and Josh Hicks, along with ex-officio member Public Works Director Jonathan Miller. Blake Hayes, Amanda Toronto, and Brian Bartal were absent. City Manager Justin Strickland, Deputy City Clerk Stacey Collins, Public Works Assistant Director DaMarcus Hunter, and City Councilman Clinton Holland also attended.

Pledge of Allegiance

Announcements

A. Results from City Council Work Session on October 2, 2025

Schultz reported that City Council had adopted the proposal recommended by TAG that golf carts display registration decals on the front and rear. Council added language that said the decals must be fully visible at all times. The registration period had been extended through the end of March to allow time for cart owners to make arrangements for the relocation of the decals.

Holland noted that it would take effect April 1, 2026. Wrice asked about how the decals would be visible if the cart had weather cover, and Schultz said that was what the provision that they must be visible was intended to clarify. Strickland noted that the ordinance had always said the decals must be visible, but enforcement had been spotty.

Presentations

A. TAG Overview (enabling ordinance, guidelines, quorum, open meetings requirements, staff support)

Schultz said the three other current TAG members had not been able to attend but he wanted to go ahead with this meeting and use it as an orientation for the new members. Everyone present then introduced themselves.

Miller said he thought TAG allowed the City to get more citizen input, and Strickland explained that citizen advisory groups were formed at Council's request, with TAG's purpose primarily being to discuss the path system. He noted that Peachtree City had the opportunity to be at the forefront nationally with regulation of the new personal transportation vehicles that were now being seen on the paths. He added that TAG could serve as a valuable resource by providing citizen opinions, which carried a lot of weight with Council.

TAG's enabling ordinance, Schultz explained, stated the purpose as being to

address transportation concerns and safety concerns. TAG was created by the Mayor, with the assent of Council, as a way to broaden citizen input. He said most of their work focused on the paths, and most of the public comments at the meetings had been about path issues, primarily safety. There were some big transportation issues, such as traffic at the 74/54 intersection, which were beyond TAG's scope. He mentioned that the TAG members should talk to other people in the community and get ideas. However, he cautioned, TAG members could not speak on behalf of the City.

Schultz urged the new members to read through the enabling ordinance. He said the original intent was to have members representing various interest groups, such as parents of high schoolers, cyclists, runners, and members of the disabled community, but that proved too hard to fill seats.

TAG followed the standard meeting agenda used by all official City groups, although some items, such as public hearings, did not apply. An official meeting required that at least four members be physically present. Members could participate remotely, such as through Teams, but could not vote and would not count towards the quorum. Collins explained that members of all public groups were required to physically attend at least 80% of all meetings during a 12-month period. Those who failed to do this or who were absent for three or more consecutive meetings could be removed from the group by the Mayor. Attending remotely would be sufficient for this attendance purposes, Collins stated.

Schultz explained how voting was conducted. Collins noted that a tie vote meant the motion had failed, and Schultz remarked that he could only recall one vote where TAG was divided. They could talk to other members, although Strickland again cautioned that they could not meet as a quorum outside of an official meeting. Their votes would be recorded in the official meeting minutes. Going back to what constituted an official meeting, Schultz said it would be okay for four members to get together, say at a barbecue, but they could not talk about TAG business.

During the public comment sections, citizens should state their name and neighborhood. Schultz said TAG members, unlike Council members, often responded to those comments. Most of the comments were related to something TAG was already discussing but sometimes people would bring up topics outside TAG's purview. In those cases, they would just thank the commenter and move on. Becker pointed out that it was important to be respectful to everyone. Strickland added that if a TAG member thought a public comment was worth further discussion, they could suggest adding it to a future agenda during the Member/Staff Topics section.

Schultz moved on to a discussion of what TAG had accomplished during its first year of existence. It had been Council's instruction that they review the annual update of the Path Master Plan, which was a long-term view of the future of path

connectivity. They had reviewed the street paving plan for the year.

City Engineer Dave Borkowski had visited a meeting to give TAG an overview of the City's Americans with Disabilities Act (ADA) plan for the path system, and TAG would be reviewing that plan annually. TAG had recommended placement of the decals on the front and back of carts. They had recommended acceptance of donations for bike racks and a bike repair stand from community groups.

Their current project was updating City Ordinances relating to the multi-use path system and micromobility vehicles. Schultz noted that the paths were not limited to pedestrians, bikes, and carts—you could see anything that could be motorized. Skateboards, too, Wrice added. They were almost complete with the review and would be making a recommendation to Council when it was complete.

Becker asked when the decals would be required on the front and back. Strickland explained that Council unanimously approved this at their October 16 meeting. Registrations were renewed every three years, and 2026 was the next renewal year, so they had wanted to get this change done in time for that. There would be about 13,000 decals going out in January, and cart owners would have until April 1 to get them displayed. Upon paying the renewal fee, they would get a sticker with the year to affix to the decal. Strickland admitted that some people would be upset by the change but it was the right thing to do. The Police were strongly in favor of it.

Schultz then presented a list of City staff with whom TAG members would be collaborating or who might attend meetings. Miller noted that agenda items went through the chair before being passed on to the staff. TAG needed to elect a co-chair, Schultz noted, but suggested waiting until the next meeting when everyone was present.

Collins passed out information on Georgia's Sunshine Law, explaining that meetings and minutes were open to the public. They needed to be aware of what constituted a quorum and that their communications were subject to open records. Collins suggested keeping a separate file for TAG communications or even creating a new email address just for TAG. She reminded them not to talk about TAG business in a group of four outside of meetings.

Any items for an agenda should be submitted by the Wednesday prior to the next week's meeting. The agenda was published on Thursday, which gave the City time to make any ADA accommodations for attendees, if needed. However, the agenda could be changed up to 24 hours prior to the meeting.

Strickland said they could text or email the entire group but could not make decisions through those communications. Schultz said he thought it was good practice to copy a member of City staff.

Public Comment

None

Agenda Changes

None

Minutes

A. September 30, 2025 Minutes

Schultz proposed holding approval of the minutes until the next meeting so he had time to review them and read a memo from Keith Larson concerning them. Becker moved to table the approval of the minutes until the next meeting. Wrice seconded. Motion carried unanimously.

Old Agenda Items

A. City Ordinance Updates

A copy of the marked up ordinances that TAG had been updating had been included in the meeting packet, and Schultz encouraged the members to review this as homework before the next meeting. The goal would be to complete the update by that next meeting or the one after so they could pass on a recommendation to the City Council.

Miller mentioned that Council had added a phrase saying that the decals should be fully visible from the front and rear of the golf carts when passing the ordinance regarding that, and Schultz said he would make sure that language was changed in what TAG was working on.

Becker asked about the penalties for violations. Miller said the issue was having someone enforcing it on the paths. The Police Department patrolled the paths, but they were stretched. However, anything written in the ordinances was enforceable.

New Agenda Items

A. Discussion of TAG meeting day and time

Schultz said Becker had asked if they could consider changing the TAG meeting times. He explained that they had decided to have the TAG meetings on the second and fourth Tuesdays because City Council met on the first and third Thursdays. This would give TAG ample time to have something placed on the next Council agenda. Also, it was hard on staff to attend two meetings within the same week. He asked the members to consider what days and times would be good for them.

Becker noted that the 6 p.m. time was hard for her and wondered if it could be later. Schultz added that he was going to recommend they keep meetings to an hour and a half or shorter. Becker said 6:30 p.m. would be better for her, and Miller noted that was when City Council meetings started. He also said he needed to submit any items for a Council agenda by the Wednesday of the week before the meeting. Becker noted that Monday or Tuesdays were good for her.

Schultz mentioned that he had to take time off from work when they had a presentation during a morning Council work session, and Miller pointed out that they had the option of making a presentation during an evening Council meeting, as well. Schultz said he did not want them to rush in making the ordinance updates. They had never been majorly updated, so there should not be a problem if it took them a couple more months.

Public Hearings

None

Member/Staff Topics

The next meeting was scheduled for October 28, and everyone except Becker agreed that they could attend. She pointed out that the date of the meeting after that, November 11, was Veterans Day, and Schultz said they could discuss that meeting on the 28th.

Schultz again mentioned moving the meeting times to 6:30 or even 7 p.m., and Wrice said that would be easier for him.

Miller wanted TAG to be aware that construction would be starting on the Mill Farm path in a couple of weeks.

The members shared the areas where they lived, and Schultz said it was good they had geographic diversity. Becker asked if it was possible for them to tour the path system and visit areas they might not be familiar with. Schultz noted that members of the Multi-Use Path Safety Advisory Group, a temporary group that met in 2022, had toured some areas, and he thought it would be possible for TAG to do the same.

ADA compliance was by far the biggest problem the City faced with the maintenance of the paths, Miller remarked. It could require obtaining easements and maybe the purchase of property. City crews were gradually gaining expertise in measuring grades and constructing compliant paths. Miller explained that patching an area was okay, but if they ripped something out for repaving, ADA laws were triggered. There were a few exceptions, such as for very steep areas, but Miller said it would take many years for the path system to be totally compliant.

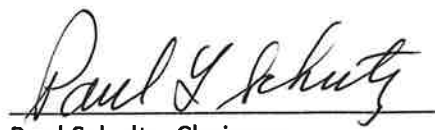
A. Upcoming TAG meeting dates

- i. **October 28, 2025**
- ii. **November 11, 2025**

Adjourn

There being no further business, Hicks moved to adjourn at 7:36 p.m. Wrice seconded. Motion carried unanimously.


Martha Barksdale, Recording Secretary


Paul Schultz, Chairman