



Transportation Advisory Group

Paul Schultz - Chair, Heidi Becker - Vice Chair, Brian Bartel, Amanda Toronto, Blake Hayes, Jesse Wrice, Josh Hicks, Jonathan Miller

Meeting Agenda

January 13, 2026 | 6:30 PM

Convention & Visitor's Bureau, 191 McIntosh Trail

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Announcements**
 - A. **Updates on Local Transportation from other Municipalities**
 1. Fayette County Transportation Committee- Heidi Becker
 2. Senoia- Brian Bartal
 3. Tyrone- Amanda Toronto
 4. Fayetteville- Jesse Wrice
 5. ARC- Josh Hicks
4. **Presentations**
5. **Public Comment**
6. **Agenda Changes**
7. **Minutes**
 - A. December 9. 2025
8. **Old Agenda Items**
 - A. City Ordinance Updates
 - B. Continue development Transportation SWOT Analysis
9. **New Agenda Items**
 - A. Vote for Chair & Vice Chair
 - B. Start master shared-use path plan review
10. **Public Hearings**
11. **Member/Staff Topics**
 - A. Upcoming TAG meetings dates
 1. January 27, 2026
 2. February 10, 2026
12. **Adjourn**

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

It is the policy of the City of Peachtree City that all city-sponsored public meetings and events are accessible to people with disabilities and are in compliance with Title VI of the Civil Rights Act of 1964. If you need assistance in participating in this meeting or event due to a disability as defined under the ADA or need assistance per Title VI, please contact the City's Title VI and ADA Coordinator, Dr. Teaa Allston-Bing at (770) 632-4276 or e-mail tallston-bing@peachtree-city.org at least three (3) business days before the scheduled meeting or event to request an accommodation.

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, December 9, 2025
6:30 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday December 9, 2025, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:30 p.m. Others present included Brian Bartal, Jesse Wrice, Amanda Toronto, Heidi Becker, and Josh Hicks, along with ex-officio member Public Works Director Jonathan Miller. Blake Hayes was absent. Public Works Assistant Director DaMarcus Hunter was also present.

Pledge of Allegiance

Announcements

A. Results from City Council Work Session on November 20, 2025 about proposed Micromobility Bill and Resolution for Georgia State Legislators

At its last meeting, Schultz said Council had approved Councilman Clint Holland's recommendation that a bill dealing with micromobility issues be introduced by local legislators in the 2026 General Assembly session. Schultz said time had been of the essence due to legislative deadlines, but he had reviewed this bill and approved of what it said with a few changes. The bill would, among other things, allow local jurisdictions to set speed limits on the paths.

Presentations

None

Public Comment

None

Agenda Changes

None

Minutes

A. November 18, 2025

Toronto moved to approve the November 18, 2025, TAG meeting minutes. Wrice seconded. Motion carried unanimously.

Old Agenda Items

A. Election of vice-chair

Bartal nominated Becker to serve as TAG's vice chair. Hicks seconded. Motion carried unanimously.

B. City Ordinance Updates

Miller stated that a couple of departments still had not provided feedback on the proposed ordinance updates, but there had been few changes proposed by the

departments that had responded. He said the ordinance should be ready for review by the City Attorney soon.

Schultz suggested they move on to the New Agenda items and then return to discuss 8C.

1. Review plan timing and departments

2. Results of reviews so far by City Staff

C. Continue development Transportation SWOT Analysis

Schultz asked if they had any additions to the SWOT (strengths, weaknesses, opportunities, and threats) list that was started at the previous meeting. After discussion with contributions from all members, this was the final list, and Schultz suggested they discuss setting priorities at the next meeting.

Strengths

1. The shared-use path system and the community support for it
2. Everything TAG takes before council is supported.
3. City management support of TAG
4. TAG discussion and public input
5. Annual calendar of TAG activities: paving, etc.
6. Navigate Peachtree City app- cart navigation, problem reporting, city reference, path rules
7. Peachtree City is a leader regionally with transportation
8. Paths take cars off roads and prevent congestion and lessen environmental impact versus cars
9. In-house path paving and maintenance as opposed to others that contract it out
10. Paths are generally safe from crime and are kept clean
11. Path system has a positive social and mental health impact
12. Path system enhances home values and is a draw for Peachtree City
13. Paths allow for hosting of various events: Alzheimer's Walk, Rotary Elementary Grand Prix events, bicycle groups
14. Children and teenagers have safe transportation options outside driving an automobile

Weaknesses

1. Communication about transportation-related issues could be better (find out first on social media, then City communication comes out)
2. Communication related to maintenance issues, street and path repaving, e.g. our Shared-Use Path System Master Plan

3. Prioritizing fixes of safety-related issues, e.g., where turning circles should be
4. Navigate Peachtree City app- non-cart driver, e.g. hard to use when biking, lack of voice navigation?
5. Signage, direction, and wayfinding on paths
6. Education: children sitting in driver's lap or a nine-year old driving, even with supervision
7. New driver education, e.g. for 14-year-old children
8. Driver's license policy for 16-year-old (can't drive with suspended license but can drive with no license)
9. Safety risk related to four-way stops that also have a shared-use path crossing, how can carts negotiate
10. Lack of indication for authorized crossings of 74, 54, Peachtree Parkway, Huddleston, Dividend, etc.
11. Safety of at-grade crossings on 74 and 54
12. Education of cart renters on rules of the road and insurance requirements
13. Insurance mandate for motorized carts (required for LSV)
14. Even at 10' wide, paths are not wide enough for carts and pedestrians
15. Cutting back 4' keepout on both sides of the paths not consistently done
16. Path system completely funded through SPLOST. If SPLOST goes away, no paving will be get done.
17. Digitization of transportation information for residents available when registering a cart or generally on social media.

External Opportunities

1. Change state law to allow Peachtree City to post and enforce a speed limit
2. New cart driver training
3. Annexations require planning toward integration with the path system (part of annexation)
4. Creation of a regional shared-used path transportation system with reciprocity
5. Lack of bridge over 54 on the east side of Peachtree City (in process)
6. Safety signage on shared-use path system (slow, curve)
7. Special attention to path hot spots to widen
8. Lighting along path system at strategic points
9. Ride along with City staff to understand path system hot spots
10. Removal of unsafe path sections from master path plan
11. Bringing sidewalks into a comprehensive plan. Currently we have sidewalks to nowhere.
12. Review of current path registration pamphlet
13. Safety course/mandatory short video when registering cart

External Threats

1. Micromobility users coming from other communities and failing to follow local ordinances, e.g. Class 3 e-bikes not allowed on paths
2. Sales of micromobility vehicles in Peachtree City and surrounding communities that cannot be used on the Shared-Use Paths
3. Creation of a regional share-used path transportation system without reciprocity
4. E-vehicles and modified motorized carts that go much faster than 20 mph
5. Continued development of new styles of micromobility vehicles that ordinances and state law cannot keep up with
6. Adverse action related to non-compliance with ADA or slow compliance

New Agenda Items

A. Police Department/City Staff Request: Review age requirements for electric bicycles, Class 1 and Class 2

A request had come from City Council that TAG review the feasibility of setting minimum age requirements to operate Class 1 or 2 electric bicycles on the paths. Class 1 e-bikes provided assistance when pedaling up to 20 mph, while Class 2 operated without pedaling, but assistance shut off at 20 mph. Class 3 e-bikes assisted when pedaling and could go up to 28 mph; however, they were not legal to operate on the Peachtree City paths.

Bartal stated that he felt it should be up to parents to make decisions for their own children regarding operation of e-bikes. He asked if this age limit would apply to scooters, and Schultz said it would apply only to e-bikes.

Becker and Wrice both agreed that this should be left to the parents. Schultz noted that Class 3 e-bikes and e-motos would not be allowed on the paths at all.

Bartal moved to respond to Council that, based on their discussion, TAG did not suggest that age requirements be established for Class 1 and 2 electric bicycles. Toronto seconded. Motion carried unanimously.

B. 2026 TAG Standing Agenda

Miller and Schultz noted that items 9B and 9D were for the same topic. The proposed calendar called for TAG's annual review of path pavement condition index ratings and street resurfacing to be completed by May 1 each year. The collaboration with staff for the annual prioritization of path reconstruction carried a March 1 deadline. The annual review with staff regarding recommended changes, additions, or deletions to the path system master plan should be completed by January 1 with the final adoption being the responsibility of City Council. A review with staff regarding recommended changes, additions, or deletions to the city's Americans with Disability Act (ADA) Transition Plan had a November 1 annual deadline. Council had the final decision on that, too.

The TAG members were fine with all of these dates except the January 1 deadline for the review of the path master plan because that would be looming in just a few weeks over the Christmas holiday period. They decided that it would be best to change that date to March 1.

Bartal moved to adopt the proposed annual calendar of TAG review activities as proposed with the change of moving the path master plan review deadline from January 1 to March 1. Hicks seconded. Motion carried unanimously.

C. Monitoring other municipalities and Atlanta Regional Commission transportation activities

It was important that TAG stay abreast of transportation issues in nearby communities and with the Atlanta Regional Commission (ARC), Schultz remarked. He suggested they each choose one to monitor through reviewing meeting agendas and minutes. Becker said she had been attending meetings of the Fayette County Transportation Committee recently and would assume that as her responsibility, while Bartal volunteered to take on Senoia. Toronto agreed to cover Tyrone; Wrice, Fayetteville, and Hicks, the ARC.

D. Annual Calendar of TAG Review Activities

Public Hearings

None

Member/Staff Topics

A. Upcoming TAG meetings dates

They then decided to move on to Item 11, Meetings/Staff Topics, before tackling the SWOT analysis. Due to the holidays and members being out of town, TAG decided to cancel the December 23 meeting by a unanimous vote, with Toronto making the motion and Wrice seconding.

The next meeting would be January 13. Schultz said he would probably be out of town but could chair the meeting through Teams. They could decide on SWOT priorities and begin the master plan review then. There was discussion about where the meeting would be held, with Becker offering the meeting room at her workplace. Miller said he would have to check on the legality of holding meetings outside of City facilities.

1. December 23, 2025

2. January 13, 2025

Adjourn

There being no further business, Wrice moved to adjourn at 8 p.m. Toronto seconded.

Motion carried unanimously.

Martha Barksdale, Recording Secretary

Paul Schultz, Chairman

SWOT Analysis- Brainstorming- get all ideas out to start; judge feasibility, cost, and implementation later

Strengths

1. The shared-use path system and the community support for it
2. Everything TAG takes before council is supported.
3. City management support of TAG
4. TAG discussion and public input
5. Annual calendar of TAG activities: paving, etc.
6. Navigate Peachtree City app- cart navigation, problem reporting, city reference, path rules
7. Peachtree City is a leader regionally with transportation
8. Paths take cars off roads and prevent congestion and lessen environmental impact versus cars
9. In-house path paving and maintenance as opposed to others that contract it out
10. Paths are generally safe from crime and are kept clean
11. Path system has a positive social and mental health impact
12. Path system enhances home values and is a draw for Peachtree City
13. Paths allow for hosting of various events: Alzheimer's Walk, Rotary Elementary Grand Prix events, bicycle groups
14. Children and teenagers have safe transportation options outside driving an automobile

Weaknesses

1. Communication about transportation-related issues could be better (find out first on social media, then City communication comes out)
2. Communication related to maintenance issues, street and path repaving, e.g. our Shared-Use Path System Master Plan
3. Prioritizing fixes of safety-related issues, e.g., where turning circles should be
4. Navigate Peachtree City app- non-cart driver, e.g. hard to use when biking, lack of voice navigation?
5. Signage, direction, and wayfinding on paths
6. Education: children sitting in driver's lap or a nine-year old driving, even with supervision
7. New driver education, e.g. for 14-year-old children
8. Driver's license policy for 16-year-old (can't drive with suspended license but can drive with no license)

9. Safety risk related to four-way stops that also have a shared-use path crossing, how can carts negotiate
10. Lack of indication for authorized crossings of 74, 54, Peachtree Parkway, Huddleston, Dividend, etc.
11. Safety of at-grade crossings on 74 and 54
12. Education of cart renters on rules of the road and insurance requirements
13. Insurance mandate for motorized carts (required for LSV)
14. Even at 10' wide, paths are not wide enough for carts and pedestrians
15. Cutting back 4' keepout on both sides of the paths not consistently done
16. Path system completely funded through SPLOST. If SPLOST goes away, no paving will be get done.
17. Digitization of transportation information for residents available when registering a cart or generally on social media.

External Opportunities

1. Change state law to allow Peachtree City to post and enforce a speed limit
2. New cart driver training
3. Annexations require planning toward integration with the path system (part of annexation)
4. Creation of a regional shared-used path transportation system with reciprocity
5. Lack of bridge over 54 on the east side of Peachtree City (in process)
6. Safety signage on shared-use path system (slow, curve)
7. Special attention to path hot spots to widen
8. Lighting along path system at strategic points
9. Ride along with City staff to understand path system hot spots
10. Removal of unsafe path sections from master path plan
11. Bringing sidewalks into a comprehensive plan. Currently we have sidewalks to nowhere.
12. Review of current path registration pamphlet
13. Safety course/mandatory short video when registering cart

External Threats

1. Micromobility users coming from other communities and failing to follow local ordinances, e.g. Class 3 e-bikes not allowed on paths
2. Sales of micromobility vehicles in Peachtree City and surrounding communities that cannot be used on the Shared-Use Paths
3. Creation of a regional share-used path transportation system without reciprocity
4. E-vehicles and modified motorized carts that go much faster than 20 mph

5. Continued development of new styles of micromobility vehicles that ordinances and state law cannot keep up with
6. Adverse action related to non-compliance with ADA or slow compliance