



# Transportation Advisory Group

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

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## Meeting Agenda

February 10, 2026 | 6:30 PM

Convention & Visitor's Bureau, 191 McIntosh Trail

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Public Comment**
4. **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
    6. State of Georgia- Blake
5. **Presentations**
6. **Agenda Changes**
7. **Minutes**
  - A. January 27, 2026
8. **Old Agenda Items**
  - A. City Ordinance Updates
  - B. Continue development Transportation SWOT Analysis
  - C. Shared-use Path System Master Plan Update
9. **New Agenda Items**
10. **Member/Staff Topics**
  - A. Upcoming TAG Meetings Dates
    1. February 24, 2026
    2. March 10, 2026
11. **Adjourn**

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

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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 Council Chambers at City Hall

**Transportation Advisory Group of Peachtree City  
Meeting Minutes  
Tuesday, January 27, 2026  
6:30 PM**

**Call to Order**

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday, January 27, 2026 at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:33 p.m. Other attendees included Jesse Wrice, Amanda Toronto, Josh Hicks, Heidi Becker, and Blake Hayes along with ex-officio members Director Jonathan Miller. Brian Bartal was absent. Public Works Assistant Director DaMarcus Hunter

**Pledge of Allegiance**

**Announcements**

**A. Updates on local transportation from other municipalities**

**1. Fayette County Transportation Committee- Heidi Becker**

Becker said she would attend Tuesday's meeting of the Fayette County Transportation Committee.

**2. Senoia- Brian Bartal**

Absent

**3. Tyrone- Amanda Toronto**

Toronto reported that Tyrone had a Town Council meeting on January 16 and had submitted a Transportation Improvement Plan (TIP) application through the Atlanta Regional Commission (ARC). Tyrone has a Livable Cities Initiative (LCI) study and would begin to pursue Federal money for five projects with a total cost of about \$12.9 million. Schultz asked if they mentioned new cart paths, and Toronto said they did.

**4. Fayetteville- Jesse Wrice**

Wrice noted that Fayetteville did not have a Transportation Committee but said he would be attending the County Transportation Committee meeting the following week.

**5. ARC- Josh Hicks**

The ARC was looking at transportation projects that would include express lanes on I-75 and 285. The Flint River Gateway Trails project did not get the Federal grant it had applied for. He also mentioned discussing future plans including mobility hubs and improving the Breeze app.

**6. State of Georgia- Blake Hayes**

The Georgia House of Representatives, Hayes noted, was looking at a bill that primarily dealt with electric watercraft. It would include a passage that said no State agency or local governing body should restrict the sale of electric watercraft based on the energy source used to power it. That could be of interest because there are electric boats on Lake Peachtree based on electric boat vs. gas powered boat. Also, TAG made distinctions between a motorized bike, so a strict interpretation could override that. State law currently required gas powered boats to be registered, and it would have to be decided if electric carts would have to be registered too since they would discriminate on the basis of energy sources.

Another House bill would change some of the rules for electric personal mobility devices (Segways) to emit a sound when in motion. Now they only had to emit a sound when they were within 10 feet of a pedestrian. The bill also would raise the allowed speed from 4 to 7 mph.

Hayes said another House bill was a re-introduction from last year's session. It created a definition for commercial motor vehicles (Kei trucks) and would legalize them. The Governor vetoed a similar bill in the first session.

Schultz asked if there was any news on the bill Peachtree City had backed, and Hayes said he would look some more.

### **Presentations**

None

### **Public Comment**

Ben Shivers said his family had moved to Peachtree City over the summer, and he was a transportation planner. He thought he would attend.

Schultz said they had received comments in an email about a planned roundabout for the Crosstown Parkway intersection, and the writer believed the data was old and overestimated growth. He thought it was needed, but wanted the need verified first.

### **Agenda Changes**

Move 8C ahead of 8B

### **Minutes**

#### **A. January 13, 2026**

Hayes moved to approve January 13, 2026, meeting minutes with the correction of Schultz's last name as stated. Wrice seconded. Motion carried unanimously.

### **Old Agenda Items**

#### **A. City Ordinance Updates**

These were in the hands of the City Manager and City Attorney at this point, Miller reported. They were on the February 12 Council agenda, but he was not sure it would make it.

Miller mentioned that Council would be having their retreat that week. Transportation topics that were discussed included path enforcement and single trash provider, which was transportation related because it was caused by repeated heavy truck trips.

#### **B. Continue development Transportation SWOT Analysis**

TAG had prioritized the most differentiating strengths in previous meetings, Schultz stated, along with the threats. Now they could explore the opportunities they could use to take advantage of the strengths in many forms, such as in pamphlets and for new drivers, so that was an opportunity, he stated. The fact that it was among communities was another example.

Schultz mentioned they would be more thoughtful and diligent about proposing changes to State and local roads. They would continue to work on paving and maintenance suggestions for the paths, as well as suggesting path improvements. Schultz said they should not limit themselves to paths; they should review road intersections and recommend changes.

redesigning intersections was important.

The discussion continued on to reciprocity and connectivity, with Becker saying it seemed to her to the government leaders all worked together, and Schultz added that to the list.

Another strength was that children and teens had opportunities for transportation other than driving opportunities including education, path lighting, and unsafe path removal.

Moving on to weaknesses, they discussed inadequacies in signage, direction and wayfinding on paths for better signage and improvements to the City-owned navigation app. Another weakness was the safety crossings on SR 74 and 54, with signage and education being the responses.

A promising opportunity was the creation of a regional path transportation plan, with the strengths of the paths and that Peachtree City was a regional leader in alternative transportation. Schultz said the tours of the paths for TAG members when the weather permitted.

Another issue was removal of unsafe sections from the path network, but the TAG members realized the issue to remove paths. Miller said he thought it was something that needed discussion even if there was support by the City. Another item was review of major car and cart intersections to make recommendations. This had the support of citizens and Council and was something TAG could do annually. Any paving would be done in-house.

Education could cover the revision of the golf cart safety pamphlet. Some regulations regarding the use of golf carts should be considered, including that any 16 or older who did not have a driver's license could drive one, and whose license had been revoked was not permitted to drive one.

Another weakness was micromobility users failing to follow the regulations. Everyone was aligned on that, and Miller again said the Police Department might request a new division to handle the enforcement. Council and law enforcement support for this.

That ended the SWOT analysis and Schultz said they should look at the themes and develop short-term and long-term actions. Hayes offered to summarize common themes as a way to help TAG with future plans. They could do it all at once; the group could add their own ideas, and this would be an ongoing thing to add comments and recommendations. Schultz said it would be a good plan for the next year, at least.

This is what Hayes would be summarizing:

	Strengths	Most Differentiating	Opportunities
1	The shared-use path system and the community support for it	Y	Advocacy, Education, System, Improvement
2	Everything TAG takes before council is supported.		
3	City management support of TAG		
4	TAG discussion and public input	Y	Education
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	Y	Rec Sta
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	Y	Ren sec inte
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	Y	Saf reg plan
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 of driving an automobile	Y	Edu train uns
15	County and municipality leadership discusses shared-use path connectivity and is supportive	Y	Reg plan
16	Support for law enforcement and excellent public safety department Weaknesses	Most limiting	Wh usin
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	Y	Saf inte inte enh
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	Y	Bric sign

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 getting done.		
17	Digitization of transportation information for residents available when registering a cart or generally on social media.		
	Opportunities		Most Promising
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	Y	Com sys tran
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	Y	City for Cou sup
10	Removal of unsafe path sections from master path plan	Y	
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		
14	Review of major traffic and cart path intersections to make recommendations, e.g. into roundabouts, replace stop with yields, etc.	Y	Cou mar pub cale
15	Education: pamphlet, insurance, ages, licensing (16 y.o. with no license can drive but a suspended license cannot), new driver training	Y	Cou mar pub cale
	Threats		Most Urgent
1	Micromobility users coming from other communities and failing to follow local ordinances, e.g. Class 3 e-bikes not allowed on paths	Y	Stre app Pla City mar con
2	Sales of micromobility vehicles in Peachtree City and surrounding communities that cannot be used on the Shared-Use Paths	Y	Pub exc

3	Creation of a regional share-used path transportation system without reciprocity			dep
4	E-vehicles and modified motorized carts that go much faster than 20 mph	Y		Pub exc dep
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			

**C. Continue review of Shared-use Path Master Plan**

Schultz proposed they come back with their ideas to the next meeting, looking at asks, removes they had questions or suggestions. They needed to have master plan ready by March.

**New Agenda Items**

Hicks mentioned the new Bradshaw Estates subdivision beside Smokerise that had come to the Planning Commission last week and said it might be a good idea for TAG to keep track of upcoming projects such as this. The general location of the property, as well as road connections between subdivisions and even to Tyrone and Coon Creek residents in the Bradshaw property area did not want a through-road there, but Public Safety did want

Hicks said the Planning Commission had asked to see a plan for the entire development, not just the one that had presented to the Planning Commission. Miller noted there was an ordinance that required developing a path network. It might be a good idea to tell the Planning Commission that TAG would like to review path network for cart paths, Schultz remarked.

**Member/Staff Topics**

**A. Upcoming TAG meetings dates**

The next TAG meetings were set for February 10 and 24.

**1. February 10, 2026**

**2. February 24, 2026**

**Adjourn**

There being no further business, Toronto moved to adjourn at 7:35 p.m. Hicks seconded. Motion carried.

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Martha Barksdale, Recording Secretary

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Paul Schultz, Chair