



Transportation Advisory Group

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

Meeting Agenda

February 24, 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
 - B. February 10, 2026
8. **Old Agenda Items**
 - A. City Ordinance Updates
 - B. Shared-use Path System Master Plan Update
9. **New Agenda Items**
 - A. Village Marking Sign
10. **Member/Staff Topics**
 - A. Upcoming TAG Meeting Dates
 1. March 10, 2026
 2. March 24, 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. Others present included Jesse Wrice, Amanda Toronto, Josh Hicks, Heidi Becker, and Blake Hayes along with ex-officio member Public Works Director Jonathan Miller. Brian Bartal was absent. Public Works Assistant Director DaMarcus Hunter also was present.

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 had recently completed a Livable Cities Initiative (LCI) study and would begin to pursue Federal money for five projects within the LCI area at a cost of about \$12.9 million. Schultz asked if they mentioned new cart paths, and Toronto said they did not.

4. Fayetteville- Jesse Wrice

Wrice noted that Fayetteville did not have a Transportation Committee but said he would be attending the Fayette 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, Hicks reported. The Flint River Gateway Trails project did not get the Federal grant it had applied for. He also mentioned that the ARC was discussing future plans including mobility hubs and improving the Breeze app.

6. State of Georgia- Blake

The Georgia House of Representatives, Hayes noted, was looking at a bill that primarily dealt with boating but did include a passage that said no State agency or local governing body should restrict the sale of a motor vehicles or watercraft based on the energy source used to power it. That could be of interest because there were restrictions on Lake Peachtree based on electric boat vs. gas powered boat. Also, TAG made distinctions between an electric bike and a motorized bike, so a strict interpretation could override that. State law currently required gas golf carts to be registered, and it would have to be decided if electric carts would have to be registered too since they could not discriminate on the basis of energy sources.

Another House bill would change some of the rules for electric personal mobility devices (Segways, primarily), requiring them to emit a sound when in motion. Now they only had to emit a sound when they were within six feet of someone. 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 miniature on-road 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 did not see any, but 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 enthusiast so he thought he would attend.

Schultz said they had received comments in an email about a planned roundabout for the Crosstown Road/Peachtree Parkway intersection, and the writer believed the data was old and overestimated growth. He thought it should be built if 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 in the signature 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. The goal would be to have it 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 might come up included path enforcement and single trash provider, which was transportation related because of pavement damage 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 most urgent threats. Now they could explore the opportunities they could use to take advantage of the strengths. Education kept coming up in many forms, such as in pamphlets and for new drivers, so that was an opportunity, he stated. Reciprocity of path use among communities was another example.

Schultz mentioned they would be more thoughtful and diligent about proposing changes to State and City laws. They would continue to work on paving and maintenance suggestions for

the paths, as well as suggesting paths for removal. Hayes said they should not limit themselves to paths; they should review road intersections and recommend changes. Miller said redesigning intersections was important.

The discussion continued on to reciprocity and connectivity, with Becker saying it seemed to her to be a big strength that 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 a car, which linked to opportunities including education, path lighting, and unsafe path removal.

Moving on to weaknesses, they discussed inadequacies in signage, direction and wayfinding on paths and opportunities for better signage and improvements to the City-owned navigation app. Another weakness was the safety of the at-grade 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 community support for the paths and that Peachtree City was a regional leader in alternative transportation. Schultz said they would schedule 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 that it was a touchy issue to remove paths. Miller said he thought it was something that needed discussion even if there was no follow-through by the City. Another item was review of major car and cart intersections to make recommendations such as roundabouts. This had the support of citizens and Council and was something TAG could do annually. Any paving needed could be done in-house.

Education could cover the revision of the golf cart safety pamphlet. Some regulations regarding the age of cart drivers should be considered, including that any 16 or older who did not have a driver's license could drive a cart, but anyone 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 doing something about that, and Miller again said the Police Department might request a new division to handle the paths. There was 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, mid-term, and long-term actions. Hayes offered to summarize common themes as a way to help TAG with future priorities. He would not do it all at once; the group could add their own ideas, and this would be an ongoing thing to add consistency to TAG's recommendations. Schultz said it would be a good plan for the next year, at least.

This is what Hayes would be summarizing:

Strengths	Most	Opportunities to take
1 The shared-use path system and the community support for it	Y	Differentiating advantage of Education, Reciprocity Path System, Lighting, Improvements/Expansions
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	Reciprocity Path System, State Law changes
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	Removal of unsafe path sections, path-road intersection improvements
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	Safety enhancement, regional shared-use path planning
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	Education, new cart driver training, path lighting, unsafe path removal
15	County and municipality leadership discusses shared-use path connectivity and is supportive	Y	Regional path system planning
16	Support for law enforcement and excellent public safety department		
	Weaknesses	Most limiting	What must be fixed — using which opportunity
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	Safety signage, lighting, intersection review, intersection review, app enhancement

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		Bridge over 54, safety signage, education
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		Community Support for system, PTC regional transportation leader
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 management support for TAG
10	Removal of unsafe path sections from Y		Council support,

master path plan		community support, TAG public input
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	Council support, City management support, public input, annual calendar, in-house paving
15 Education: pamphlet, insurance, ages, licensing (16 y.o. with no license can drive but a suspended license cannot), new driver training	Y	Council support, City management support, public input, annual calendar
Threats	Most Urgent	Strengths to apply/Contingency Planning
1 Micromobility users coming from other communities and failing to follow local ordinances, e.g. Class 3 e-bikes not allowed on paths	Y	City council support, city management support, community support
2 Sales of micromobility vehicles in Peachtree City and surrounding communities that cannot be used on the Shared-Use Paths	Y	Public safety support and excellent public safety department
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	Y	Public safety support and excellent public safety department
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, and any areas where 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 that week and said it might be a good idea for TAG to keep track of upcoming projects such as this. The group discussed the location of the property, as well as road connections between subdivisions and even to Tyrone and Coweta County. Some residents in the Bradshaw property area did not want a through-road there, but Public Safety did want it for safety reasons.

Hicks said the Planning Commission had asked to see a plan for the entire development, not just the two initial phases they had presented to the Planning Commission. Miller noted there was an ordinance that required developers to connect to the path network. It might be a good idea to tell the Planning Commission that TAG would like to review plans that included new 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 unanimously.

Martha Barksdale, Recording Secretary

Paul Schultz, Chair

**Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, February 10, 2026
6:30 PM**

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday, February 10, 2026, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:30 p.m. Others present included Jesse Wrice, Amanda Toronto, Josh Hicks, Heidi Becker, and Blake Hayes, along with ex-officio member Public Works Director Jonathan Miller. Brian Bartal was absent. Public Works Assistant Director DaMarcus Hunter also was present.

Pledge of Allegiance

Public Comment

Cary Cook of Lakeside Drive said he had lived in Peachtree City for 22 years, and his wife for 48. They were concerned about connecting Peachtree City's network of paths from other cities, possibly increasing the number of reckless drivers. More carts meant more wear and tear on the paths, leading to more maintenance, too. Cook said he was glad to see that cart tags were now required on the front and rear. He concluded by asking TAG not to recommend connecting the paths to Tyrone and Fayetteville.

Miller told him that the tag relocation was a recommendation of TAG, and there were ordinance revisions that had not yet come before Council that would address some of the issues he had mentioned. The Police Chief had said they would be assigning the school resources officers to patrol the paths during the summer.

Schultz said TAG had discussed the pros and cons of extending the path system to other municipalities. He mentioned reciprocity, saying that Peachtree City residents could use Tyrone's paths without paying a registration fee, but Tyrone residents had to pay to use Peachtree City's.

Cook said he had read that the Atlanta Regional Commission (ARC) was pushing connectivity on the south side, and he did not like the idea of someone in Atlanta telling them what to do.

Wrice mentioned another issue they were discussing was restricting certain vehicle types on the paths. There was a bill that been introduced in the General Assembly that covered that, but Miller said he did not think it would get anywhere. However, TAG had already included many items from that legislation into their proposed ordinance revisions. Hayes noted that a Police Officer could not write you a ticket for going over the speed limit on the path, because there was not a speed limit, but they could cite you for operating a vehicle that was not allowed.

Announcements

A. Updates on Local Transportation from other Municipalities

Schultz asked if anyone had a report.

1. Fayette County Transportation Committee- Heidi Becker

Becker said she did not attend the County Transportation Committee meeting, but Wrice did. Wrice said City Engineer Dave Borkowski and Councilman Clinton Holland were present from Peachtree City. The committee discussed a Sandy Creek Road roundabout and the ongoing Georgia Department of Transportation study of the SR 74/54 intersection. They mentioned a future Transportation Special Purpose Local Option Sales Tax (T-SPLOST) referendum for the entire county. County Engineer Phil Mallon also talked about that 2050 Comprehensive Transportation Plan. Other topics included street widenings, including Wisdom Road. He said Holland mentioned they would have trouble getting approval from CSX for projects near the railroad.

Becker reported on the meeting from a newspaper article, adding that they discussed a safety plan and were looking for people to serve on a new stakeholder committee.

Hayes said a T-SPLOST was restricted to transportation projects, and he believed a T-SPLOST could be a percentage of a cent added to the sales tax rate. Miller added that a T-SPLOST could include operational expenses, unlike a regular SPLOST.

Schultz mentioned that the sales tax in Coweta County was now 8%, thanks to a new T-SPLOST there.

2. Senoia- Brian Bartal

Absent

3. Tyrone- Amanda Toronto

Toronto said there was no news from Tyrone.

4. Fayetteville- Jesse Wrice

Wrice had nothing to add to his report.

5. ARC- Josh Hicks

Hicks said the ARC had moved Fayette County and Peachtree City's grants to the Transportation Improvement Program (TIP).

6. State of Georgia- Blake

Hayes reported that House Bill 986, which raised the speed limit for Segways, got a favorable report from its committee and moved on to the next step. House Bill 957 passed the House. This bill dealt with Kei cars, which were miniaturized Japanese vehicles. This bill was passed last year, but the Governor vetoed it, not because of the Kei cars, but because of other things in the bill. This year, standing alone, it had more of a chance of passage. House Bill 977 required drivers to stop

for funeral processions on a two-lane road. This bill was just getting started in the process.

Becker asked Hayes to explain more about the Kei cars. Hobbyists had imported these cars from Japan, Hayes stated. He explained that vehicles at least 25 years old were not required to comply with Federal environmental or safety standards so these Kei cars had been at least tacitly legal for years.

Recently, there had been a nationwide push by the American Association of Motor Vehicle Administrators to start denying permits for these cars . The State of Georgia had been revoking the titles, which is what led to this bill. The bill defined these types of vehicles, stating the specifications and saying they complied with import rules. It asked that they be issued a license plate and be allowed to operate on city streets or county roads, although local jurisdictions could prohibit them. Hayes said they could never be driven on the paths because they could go too fast.

Presentations

None

Agenda Changes

None

Minutes

A. January 27, 2026

There had been problems with the formatting of the minutes, so Schultz asked that approval be postponed until the next meeting. Hayes moved to table approval of the January 27 minutes until the next TAG meeting. Wrice seconded. Motion carried unanimously.

Old Agenda Items

A. City Ordinance Updates

The City Manager would read through their proposal and pass it on to the City Attorney for his review. It would then go to Council, probably in March, Miller stated, adding that he did not anticipate any major changes.

B. Continue development Transportation SWOT Analysis

Hayes had volunteered to look over what they had accomplished through the SWOT analysis and develop some potential project ideas for 2026, grouped into themes. Under the heading of User Education, Hayes mentioned an update of the City path brochure but said that should wait until the ordinance updates were finalized. Safety training in the schools or through City outreach was another potential project under this heading. TAG could recommend content and implementation strategies, maybe by partnering with the Board of Education to get into the schools. It did not have to be an in-person class—they could create a training video, Hayes proposed. This, too, would depend on the ordinance updates.

Improvements to the directional app was another idea Hayes had under the education category.

Intersection improvements were something they could work on under the heading of Path/Road Safety. He said he anticipated that TAG members would propose specific improvements that met traffic standards. Hayes suggested they avoid State routes. He also mentioned they could do a citywide review of path signs as part of this project. Related to this were recommendations for the removal of unsafe paths.

Hayes also mentioned they needed to consider path reciprocity with surrounding communities.

Next, he listed some things TAG was required to do by the City, including the annual path master plan review and road repaving review. Another annual project was a review of how the paths complied with the Americans with Disabilities Act (ADA). TAG also would take on one-shot projects that they were asked to do, such as determine locations for village signs.

Schultz said this would provide a good idea of what they should be doing throughout the year. They needed to know what they should do and why. Hayes mentioned that annual ordinance reviews were not needed, but they and future TAG members should keep an eye out for new devices and issues and keep the ordinance up to date.

Hayes asked if there were any projects that should be added? Toronto wondered if they could figure out what projects could be done more quickly than others and tackle those first. Several suggestions had to wait for ordinance approval, Schultz noted.

They were starting a review of the Path Master Plan. Schultz stated that last year, they focused on adding paths, but this year, he thought they also should look at what paths could be removed. Hayes said some of the intersection improvements, mainly road intersections, could be dealt with quickly.

Schultz remarked that the intersection of Walt Banks and Peachtree Parkway was patently unsafe and seemed to him to be an easy fix by moving the path crossing down 50 feet. Maybe they should take an inventory of unsafe intersections. Miller pointed out that mid-block crossings such as what Schultz was talking about creating were considered less safe. Hayes said the benefit of having a crossing at a stop sign was that the driver should be stopped and expecting a crossing. However, Miller said the mid-block crossings did exist in the city.

Hicks asked about cart crossings at roundabouts, and Miller said they were built with pedestrian refuge areas that carts could use. Also, roundabouts were safer

because speeds were lower, and there were no T-bone collisions. He said there were plenty of intersections they could talk about, and he could invite the City Engineer to a meeting. Wrice brought up the roundabout on Redwine Road, and Miller explained that having designated areas on either side was also a way of handling cart/pedestrian traffic.

Walt Banks/Peachtree Parkway had multiple movements going on. Hayes suggested something as simple as putting up a sign warning of cart crossings.

Becker asked which intersection had the most incidents, and Miller said they could get the numbers from the Police Department. The path crossing in front of City Hall had a surprisingly high number, he reported. Hayes questioned if this was a mid-block crossing, and Miller said it was because there was no traffic control for the cars on the road at the cart crossing.

Schultz suggested they bring in their “favorite” intersections as potential projects. Miller mentioned that at some intersections, it would be safer to let carts cross a road at a traffic light rather than with a mid-block crossing. McIntosh Trail and Peachtree Parkway was an example. They would have to make sure that McIntosh Trail was not on the list of streets where cart traffic was forbidden before suggesting that change.

Schultz said TAG could set priorities for these projects at the next meeting and see if there were additions. He thanked Hayes for his work.

Miller mentioned that the City Manager wanted them to review the location of new village signs. He would forward his email to them about it.

C. Shared-use Path System Master Plan Update

At the previous meeting, TAG was asked to review the path map and come up with suggestions for new paths or paths to be removed.

Hicks had several path ideas including correcting a sharp turn coming from the tunnel in the Fresh Market area. Miller said that was more on an intersection improvement. The Master Plan update should focus on connecting point A to point B, he said. They had to focus on the big picture and worry about the details later. If they wanted to delete an unsafe path, they had to make sure it was a redundancy or that there was a new path proposed. They did not want to cut off a connection to the network.

Miller pointed to Cedarcroft as having a redundant path. Deleting it would not cut anyone off because they could drive on the internal roads. Hayes then talked about an area where carts could cross Robinson at the Methodist Church, and Miller said if the Police were successful in getting Robinson added to the “no cart traffic” list, there should be a provision to keep that crossing because it provided connectivity. Miller said he could support recommendations to remove a path if there was good

backup.

Toronto asked about the steep Shakerag path, and Miller said speed bumps were not an option because the paths had to be ADA compliant. A warning sign might work, Hayes remarked. Becker asked if anyone had been hurt on that path, and Miller said a teenager on a skateboard died years ago.

Becker mentioned that one of her friends said her cart scraped the roof of the McDonald's tunnel, and Miller said he had not heard of any height problems with that tunnel. He noted that a few tunnels, including that one, had been painted black to fight graffiti, but they would be going back white when they were next painted.

Miller said they could run the Master Plan and the intersection improvement ideas concurrently. The Master Plan would focus on connectivity; they did not need to consider costs, feasibility or engineering. Schultz said it should be a vision of how things could be.

Hicks mentioned there should be a more direct connection between the Peachtree City Athletic Complex (PAC) and Jim Meade Memorial Park. Hayes said that was a good idea, because only a convoluted way existed now. Schultz remarked that Meade was near the village center of Wilshire, and that was always an important consideration for connectivity.

Connections along Dividend were something else Hicks had considered, and the group discussed them. CSX would not let them put a path in their right-of-way, Miller stated, and pointed out another area where a path might be allowed by GDOT.

A path on Spear Road to tie the new subdivision into the system was on Hicks' list. Miller said the subdivision would be required to connect to the path network. Once it was built, they would have a better idea of what was needed.

A path to connecting Fitness 54 was another Hicks suggestion that TAG agreed should be added to the plan. Miller said it could involve going through the Publix parking lot.

New Agenda Items

None

Member/Staff Topics

A. Upcoming TAG Meetings Dates

The next meetings would be February 24 and March 10.

Becker said she had talked to Patti Kadkhodaian, owner of Golf Rider, about the difficulties some people were finding in affixing their new registration tags to their carts. Kadkhodaian said they had some people working on developing plate

holders that met the specifications. Schultz said she was welcome to come to a meeting and talk with them.

1. February 24, 2026

2. March 10, 2026

Adjourn

There being no further business, Hayes moved to adjourn at 8:04 p.m. Toronto seconded. Motion carried unanimously.

Martha Barksdale, Recording Secretary

Paul Schultz, Chairman

- Village Sign**
- Aberdeen
 - Braefinn
 - Glenloch
 - Industrial
 - Kedron
 - Wilksmoor
- Village Boundaries**
- Peachtree City Boundary
 - Lakes
 - Aberdeen
 - Braefinn
 - Glenloch
 - Industrial
 - Kedron
 - Wilksmoor
- Other Features**
- Current Carpaths
 - Major Arterial
 - Local Rd
 - Flat Creek Nature Trail
 - Line Creek Nature Trail
 - PAC Trail
 - Somerby Nature Trail
 - Nature Area
 - Park

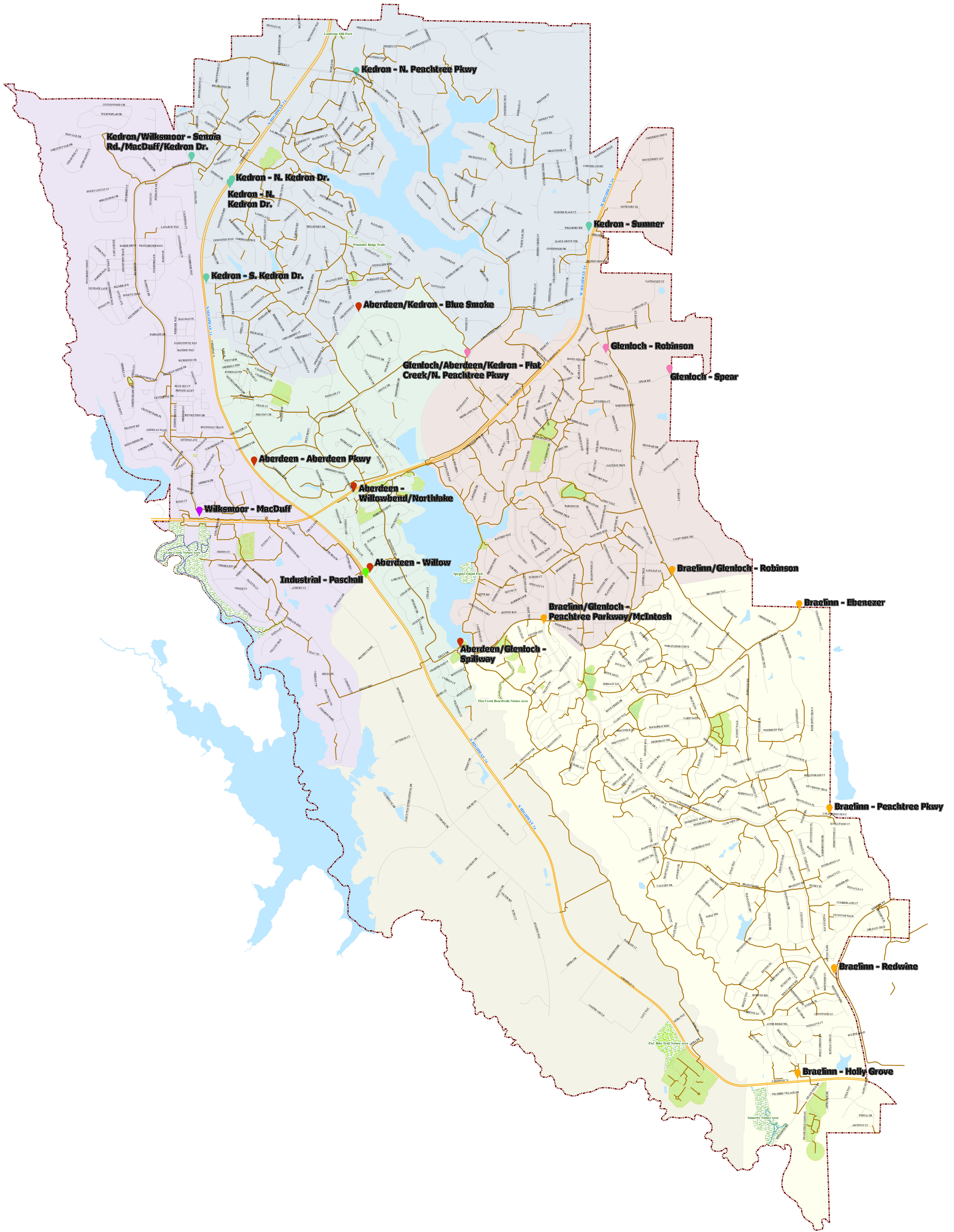
Peachtree City Map



1 inch equals 1,050 miles

Compiled by Peachtree City GIS Division
 Date: 1/6/2026 11:20 AM
 Document Path: C:\GIS\JustInMaps\VillageSign.aprx

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New Village Signage:

Project Number: 32

Category: Roads

Location: Citywide

Estimated Cost: \$180,000

Project Description:

Peachtree City maintains village monument signs throughout the city. The six villages of Peachtree City are Kedron, Aberdeen, Glenloch, Wilksmoor, Braelinn, and the Industrial Village. Over the years, some of these signs have fallen into disrepair and have been removed. They were never replaced. The signs that remain are also beginning to show signs of age. This proposed project would provide funding to replace all existing village signage and add new village signage at proper locations throughout the city at major village transition points. This project is meant to reinforce the City's support and investment in the village concept and provide citizens with a sense of pride for their respective villages.

