

**Transportation Advisory Group of Peachtree City**  
**Meeting Minutes**  
**Tuesday, January 13, 2026**  
**6:30 PM**

**Call to Order**

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday January 13, 2026, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:32 p.m. Schultz and Amanda Toronto joined the meeting via Teams. Present in person were TAG members Brian Bartal, Jesse Wrice, Heidi Becker, Blake Hayes, and Josh Hicks, along with ex-officio member Public Works Director Jonathan Miller and Public Works Assistant Director DaMarcus Hunter.

**Pledge of Allegiance**

**Announcements**

None

**A. Updates on Local Transportation from other Municipalities**

In an effort to keep up with transportation issues in nearby areas that could impact Peachtree City, the group had decided at its December meeting that each member would monitor other cities, Fayette County, and the Atlanta Regional Commission (ARC). Schultz asked for reports.

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

Becker said she met with Maurice Ungaro, chair of the Fayette County Transportation Committee as well as the Town Manager in Brooks. He briefed her on a \$9.6 million Safe Streets and Roads for All (SS4A) grant that had been awarded to the County in partnership with Brooks. The money would be used to fund safety enhancements near schools, construct a roundabout at South Jeff Davis Drive, Inman Road, County Line Road, and North Bridge Road, create a roundabout at Sandy Creek Road and Ellison Road, and build another roundabout at Morgan Mill Road and Highway 85 Connector in Brooks. Becker explained that these grants would be awarded at a 80/20 match rate.

She also mentioned the South Metro Trails Leadership Alliance, which was a new alliance of 15 mayors and county commission chairs who were collaborating to bring new bike and pedestrian trails to south Atlanta. She said they were working on trail master plans for the area.

**2. Senoia- Brian Bartal**

Bartal said Senoia was involved in a connectivity planning initiative to include sidewalks and paths linking downtown to neighborhoods. He said he had read an article in which a mayoral candidate had mentioned a desire to link to Peachtree City's path system but could not find any evidence of that moving forward.

**3. Tyrone- Amanda Toronto**

Toronto reported that the Tyrone Council had voted to support a bill amending the

Georgia Code to allow local jurisdictions more authority to regulate micromobility on the paths. The Mayor had expressed some reservations about the specific language regarding speed limits but did agree that regulation was needed. She also mentioned that Crabapple Lane had been re-opened to cart traffic between Tyrone and Peachtree City. Toronto thought it was open only to collect traffic data, but Schultz said Council had voted to open it permanently because the study showed that cart traffic was not excessive.

**4. Fayetteville- Jesse Wrice**

Fayetteville did not have a separate transportation committee, Wrice reported, although the County committee did have a Fayetteville representative. Wrice said the County had also voted in support of the micromobility bill.

**5. ARC- Josh Hicks**

Hicks reported that the ARC's Transportation Coordinating Committee would be adopting its Metropolitan Transportation Plan in February, which would allocate \$168 billion for various projects through 2050.

Schultz remarked that TAG needed to be aware of anything that might affect Peachtree City positively or negatively because one of their stated purposes was to be an advisory group to Council.

He asked Miller how Peachtree City worked with the ARC. Miller said it was primarily a partnership through the County. He noted that Peachtree City had submitted the SR 54 East bridge as a project for a SS4A grant, but it was denied. They were now submitting another grant proposal through the Transportation Improvement Plan (TIP). The bridge was a Special Purpose Local Option Sales Tax (SPLOST) project, but Miller said the SPLOST money would be used for the match, and bridges were expensive. He did not know why the SS4A grant was not approved, but said the City Manager had requested a debriefing on reasons.

Hayes asked how much the bridge would cost? Miller said around \$6 million to \$8 million. Hayes speculated that sometimes a big project would not get selected because it seemed better to spread the money around on several smaller projects rather than just a few big ones. Miller said he would bring the information from the debrief back to TAG.

Schultz noted that Hayes had not been assigned an area to monitor, and Hayes said he thought it would be good to keep an eye on State legislation, remarking that the General Assembly had just started its annual session. Schultz said he was interested in how the verbiage Peachtree City had recommended for the proposed legislation would be maintained.

**Presentations**

None

**Public Comment**

None

**Agenda Changes**

None

**Minutes**

**A. December 9, 2025**

Bartal moved to approve the December 9, 2025, TAG meeting minutes. Wrice seconded. Motion carried unanimously.

**Old Agenda Items**

**A. City Ordinance Updates**

The Executive Leadership Team met that morning, and Miller said he told everyone that it was their last chance to comment before he sent it on to the City Manager. The revisions would then be reviewed by the City Attorney before coming to Council. The City Engineer disagreed with some of the language regarding the Americans with Disabilities Act (ADA) standards, but Miller thought it was fine, adding that he didn't foresee the City Manager having any issues with anything.

Becker then remarked that it would be good to have someone monitor the Peachtree City City Council meetings. Miller said he could report on Council actions. Becker said it was good to know what citizens were saying at the meetings. Schultz assigned the monitoring of the State Legislature to Hayes and City Council to Miller.

**B. Continue development Transportation SWOT Analysis**

Schultz displayed the format they agreed upon at the last meeting and said he thought they could talk about which strengths were the most differentiating and how to use some of the opportunities to enhance the strengths.

One of the system's greatest strengths was the strong community support it had, Bartal stated, with Toronto noting that Peachtree City was a regional leader in promoting alternate modes of transportation. Schultz said the fact that teens could drive themselves on a golf cart was a strength, and Hayes agreed that the path network not only relieved parents from having to drive their children everywhere, it kept cars off the roads.

Bartal then suggested they could downgrade one strength they had listed that said the paths allowed for community events such as the Alzheimer's Walk and 5Ks. Other areas that did not have paths also conducted similar events. Hayes noted that they had listed support from Council as a strength, but that seemed to be a given because Council authorized the group.

Miller pointed out that the ability to make changes quickly was a differentiating strength, especially when they involved safety issues. Toronto said TAG facilitated public input, and they were able to get things through to Council quicker than a

citizen might. They also discussed how they handled emails from citizens.

Toronto said the path network added to property values in the city, and the group agreed that was a differentiating strength.

Weaknesses listed from the previous meetings included communications, the path navigation app, expediting fixes, signage, education, driver's license policy, 4-way stops, safety of at-grade crossings, education of cart renters, and cutting back keep-outs on both sides of paths.

Schultz said the safety of at-grade crossings on SR 54 and 74 was very limiting, and there were accidents waiting to happen. Wrice pointed out this was often related to poor signage, especially for new cart drivers. Hayes said the recent water main breaks had cut off connectivity by closing the crossing on Peachtree Parkway at McIntosh Trail. Some people had been crossing on the road even though it was not legal.

Bartal then noted that there were a number of 4-way stops that should be roundabouts. Hayes mentioned the unnecessary stop sign at the intersection of Flat Creek Road and Riley Parkway, and Bartal remarked on the backup at Walt Banks and Peachtree Parkway. Bartal proposed they could take on a project to examine the city's worst intersections.

Miller warned them that roundabouts were not easy to build because they required a lot of land and property owners willing to give up that land. Utility relocation was always troublesome. The roundabout project at Crosstown and Peachtree Parkway had been in the works for more than 20 years, he noted, and had been designed numerous times, then turned down by various Councils. Getting TAG involved might put a little more voice behind this project. Miller estimated the Crosstown roundabout would be about \$3 million to \$4 million to construct.

Schultz said he liked Bartal's idea of TAG investigating ways to make problem intersections safer. Hayes suggested they get crash data from the Police, and he also mentioned they include path crossings in their study.

Promising opportunities included changing State law, new cart driver training, annexations, creation of a regional shared use path system of reciprocity, the lack of a bridge on SR 54 East, safety signage, attention to path hot spots, removal of unsafe path intersections, review of path registration pamphlet, and safety courses.

Bartal, basing his opinion on the intense citizen interest in the Crabapple Lane path closure, suggested they investigate the idea of a regional path system. Schultz said he would like to see Tyrone residents not have to pay an out-of-city cart registration fee on the condition that Tyrone build out their system to connect to Peachtree City's. A path that connected World Drive to Tyrone's housing on the east side of

SR 74 would enhance Tyrone property values, he stated.

Hayes pointed out that a Peachtree City registration was recognized in Tyrone, but Peachtree City did not recognize Tyrone's. He also noted that he and others did not believe it was legal to charge an additional fee for an out-of-city registration, but Peachtree City had been doing it for years.

What did the group think was most promising? Toronto mentioned education, adding that there were a lot of specifics around it such as age limits, insurance, the pamphlet and so on. Schultz proposed they just list it as "education" and that could include new cart driver training and licensing requirements. Hayes explained that they had been working on updating the pamphlet but put that aside when they started the ordinance update because the information might be changing.

Wrice said he still would like to do a ride-along to the path hot spots. Schultz said he thought they could recommend removal of some redundant paths on the path master plan they would be reviewing during the next meetings.

Micromobility devices were a threat, and the public needed to be better educated about what was legal. If something could go more than 20 mph, it was no longer a golf cart, Hayes remarked.

Schultz said they could stop there for the night, and he would take a look and see if he could pick out opportunities to which the strengths could be applied. One could be leading an initiative to form a regional path network with reciprocity between jurisdictions.

### **New Agenda Items**

#### **A. Vote for Chair & Vice Chair**

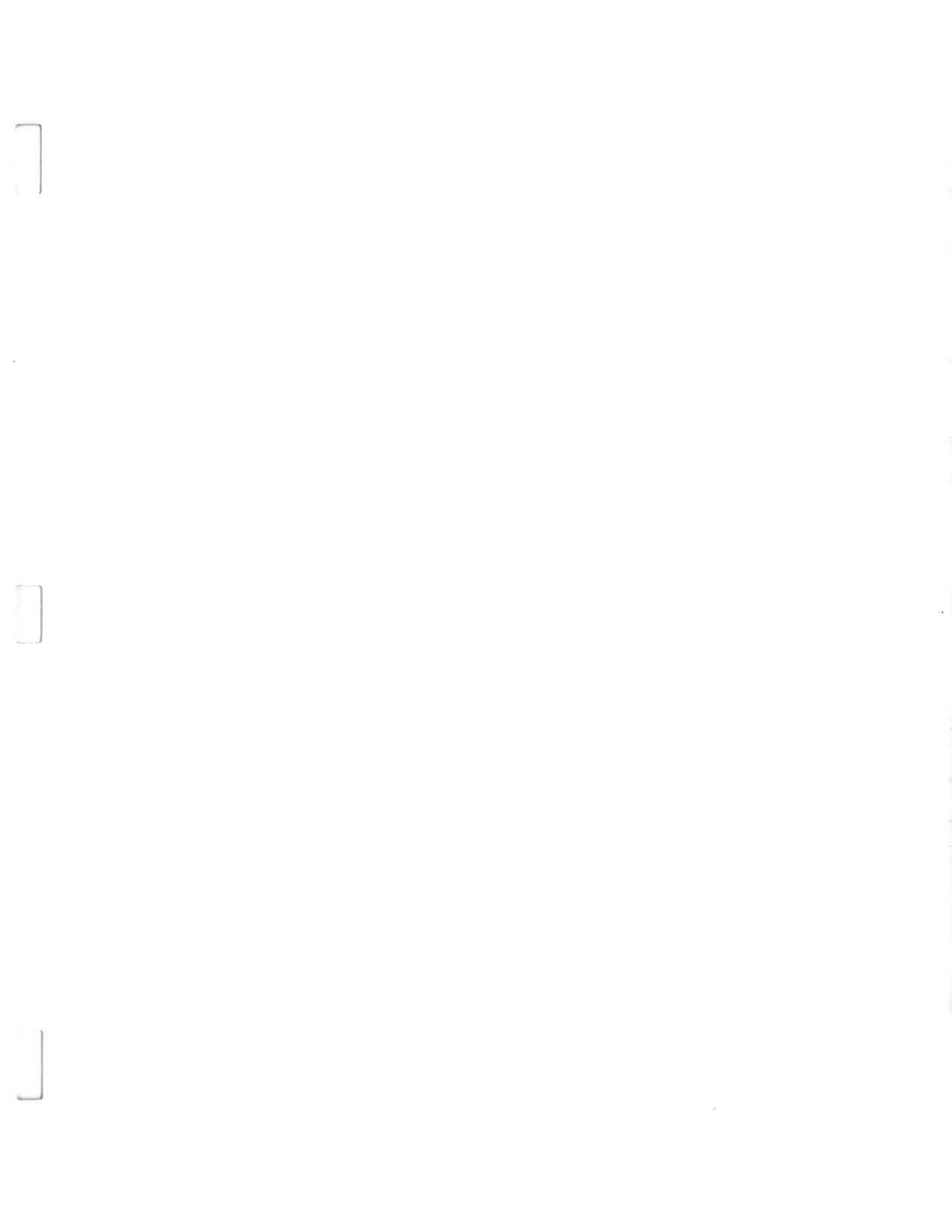
Schultz proposed an agenda change to move the vote for chair and vice chair before the SWOT analysis review.

Becker remarked that she was just elected vice chair at the December meeting. Schultz explained that vote was to replace the vice chair who had left the group in October, and Miller said their bylaws called for election of officers every January. Schultz stated he was fine to continue as chair until his appointment ended in October, and Becker said she was glad to continue as vice chair.

Wrice nominated Schultz as chair, and Becker as vice chair. Bartal seconded. Motion carried unanimously.

#### **B. Start master shared-use path plan review**

Miller distributed copies of the path map illustrating the master plan that TAG submitted and Council approved in May 2025. TAG was tasked with the annual review and could recommend additions or removals. A spreadsheet showed what



was in design, and Toronto asked if there were any changes since the past year. Miller replied that the path at Mills Farm had just been completed.

Schultz explained to the newer members that this was a very high-level plan. Some of the paths on the map might never be built. Paths that promoted connectivity inside a village would get priority, but general connectivity throughout the city was important, too, such as along Dividend Drive to connect to Planterra.

Another priority was promotion of safety, but Schultz pointed out that anytime a path was added it inherently promoted safety by getting cars off the roads.

Bartel noted that last year they ultimately did not prioritize the path projects. Miller said the direction was just to do the master plan, not set priorities.

Discussions on the path master plan would start at the next meeting. Miller remarked that group members could make a case for paths they wanted, and Schultz said he hoped citizens would see they were discussing this and come in to voice their opinions.

### Public Hearings

### Member/Staff Topics

#### **A. Upcoming TAG meetings dates**

The next meetings would be January 27 and February 10, and most members agreed they could attend. Miller said he and Hunter would be in training in Athens on the 27<sup>th</sup>, but he would ask the Assistant City Manager to attend.

Miller told Schultz that he had been given approval from the City Manager to format the agenda as he pleased. He said he would probably keep it the same except for removing Public Hearings.

1. **January 27, 2026**

2. **February 10, 2026**

### Adjourn

There being no further business, Becker moved to adjourn at 8:01 p.m. Hayes seconded. Motion carried unanimously.

  
Martha Barksdale, Recording Secretary

  
Paul Schultz, Chairman