

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, September 30, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for a special called meeting on Tuesday, September 30, 2025, in the Community Room at City Hall. Chairman Paul Schultz called the meeting to order at 6 p.m. Other members present were Vice Chair Keith Larson, Alan Reeves, Brian Bartal, Amanda Toronto, and ex-officio member Public Works Director Jonathan Miller. Blake Hayes and Patrick James were absent.

Pledge of Allegiance

Announcements

A. Results from City Council Work Session on September 4, 2025

Larson said he and Schultz presented TAG's proposed ordinance changes at the September 4 City Council work session, where Council unanimously agreed to let TAG proceed. Council specifically asked about motorized cart registration, and staff replied there would be an update at the October 2 Council meeting. Council also asked if TAG had a consensus regarding Low-Speed Vehicles (LSVs), and Schultz had replied that they did not, but were working on it.

Larson characterized the presentation as being well-received, and Schultz agreed. Schultz noted that at the end of the September 18 Council meeting, Councilman Clint Holland said he wanted to see ordinance changes regarding LSVs as soon as possible.

Larson then briefed them on the Atlanta Regional Commission's (ARC) visit to Peachtree City on September 10. saying City Manager Justin Strickland gave the ARC staffers a new perspective on multi-use paths.

Larson said he would be participating in a panel discussion on micromobility challenges at the Go Georgia/Georgia Trail Alliance Bike/Walk Live Summit. He noted that the Georgia Code said Police could not regulate speed on the paths, only on streets with a minimum speed of 25 mph. Larson was developing a legislative proposal and would be asking local jurisdictions to approach their legislators about a change in the law to manage speed limits on paths and trails.

Presentations

None

Public Comment

Ken Witzel was concerned about proposed improvements at Battery Way Park and the increased cart traffic this would bring. He mentioned the highly used boat ramp there and potential safety issues regarding the adjacent tot lot. Larson recommended he talk to the Recreation Advisory Group (RAG). Schultz said TAG had not talked about it.

RAG had looked at a proposed layout revision to Battery Way Park, which he thought would relieve some congestion. Miller said TAG could have some input on the conflict points if RAG pursued this, but ultimately it would be Council's decision.

Schultz asked Miller how they could communicate with the RAG? Miller said most things had a transportation component, and he could talk with the Recreation Director about what RAG was doing. He thought TAG could get the final sign-off on any transportation-related issues. He said the pickleball complex currently getting underway was the next big project.

Miller also mentioned that he felt TAG's layout for ADA-compliant cart parking at the new splash pad had the spaces a little long at 18 feet. The longest carts were 13 feet, Larson said.

Agenda Changes

Larson moved to shift New Agenda items A, B, and C ahead of Old Agenda item A. Bartal seconded. Motion carried unanimously.

Minutes

A. August 26, 2025 Minutes

Larson moved to approve the August 26, 2025 meeting minutes. Bartal seconded. Motion carried unanimously.

Old Agenda Items

A. City Ordinance Updates

Larson reviewed the changes they had discussed for Chapter 70, including the division into three sections: shared-use paths, natural surface trails, and sidewalks, which was a new addition. The sections listed permitted uses for each type, including the types of vehicles allowed.

Toronto mentioned that new devices were being produced all the time, so it would be difficult to keep the ordinance up to date. Bartal suggested they regulate them by speed and size, so then when a new type came along, they didn't have to update the ordinance. Schultz said he agreed with that, but said they should review this every year, too.

Moving on to Chapter 78, Bartal asked if golf carts were considered a motor vehicle or a micro-mobility device, and Larson said they were both. Bartal said he thought golf carts should be mentioned specifically in Chapter 78, section 5. Larson pointed out other changes, such as removing mention of bicycle paths, which did not exist in Peachtree City.

Looking at Article II, Speed Zones, Bartal asked if they had a definition of "low speed," saying it seemed vague. Larson said they had included recommendations regarding specific streets. Street speed limits and micromobility vehicles were discussed. Dividend Drive was highlighted as a street with 40mph speed limit and the City was permitting use of low-speed vehicles which are limited by the superior State code to streets up to 35 mph. Larson said he would share a table of street speed limits for all micromobility devices and vehicles to the TAG to review and make recommendations on street speeds.

The Georgia Code defined some vehicles, but not others. Larson outlined the definitions he thought should be added, including those for dirt bikes, electric bikes, e-moto, skates, and skateboards. He recommended removing others, such as for electric play vehicles.

He showed what the City Manager had proposed to Council for a revision of Sec. 78-92 regarding cart registration decal placement. They discussed streets where carts could and could not be operated. The ordinance prohibited solicitation on the paths and loitering. Also discussed was giving a warning when overtaking pedestrians. Helmets were required for kids on bicycles and class 3 riders. Larson had added a passage regarding actions upon a crash, taken from the Georgia Code.

Schultz said they would discuss this again at the next meeting.

New Agenda Items

A. Path and Trail Kiosk Maintenance Donation Proposal

Larson explained that Bike-Walk Fayette and the SouthSide Cycling Club had proposed an in-kind donation of materials of about \$1,000 in value for the maintenance of six information kiosks on the shared used paths and trails. These kiosks were originally constructed by volunteers, and the repair work would involve things such as re-roofing, replacing signs, and painting.

Toronto moved to recommend acceptance of this donation to Council. Bartal seconded. Motion carried unanimously.

B. Path Master Plan Proposal Discussion

Larson said the City needed to revise its website to accurately represent the shared use path system in the form of a Path Master Plan, following the guidelines of the Georgia Code for personal transportation vehicles (PTV). He said it would be a good resource for citizens.

Miller recalled that they had just done an update of the Path Master Plan, and Larson said many people did not understand why certain decisions were made, and this could go into more detail and provide background. He had brought the first path plan from 1974 when the City was trying to get a grant from the Georgia Department of Transportation to build the bridge across SR 54 at Aberdeen.

Larson volunteered to work on this project with Miller. Miller said he was okay with stating reasons for why the path was needed but did not think they should include the funding mechanism since it was not always identified at the time. Larson said he could bring it back to TAG during the Master Plan review.

Bartal said the more public information, the better, but wondered if City staff would have time. Miller said all that was need was to copy and paste the information into an Excel spreadsheet, and it could be integrated with the map.

C. ADA Transition Plan

City Engineer Dave Borkowski explained that the City was required to create an Americans with Disabilities Act (ADA) Transition Plan in order to remain eligible for government grant funding. It dealt with cart paths, roads, signals, facilities, and even internal policies. A few months ago, the City hired Accessibility Consulting Partners (ACP) to evaluate facilities and recreation areas for things that were not in compliance, prioritize which ones should be corrected first, and develop a cost estimate and timeframe for these projects.

Borkowski explained that the City owned 96 structures totaling more than 400,000 square feet, plus 44 parks and nature areas. He showed that ACP assessed City Hall and came up with 173 non-compliant elements with an estimated cost of more than \$200,000. At Huddleston Pond Park, fixing the 30 non-compliant areas was estimated to cost \$125,000. In total, there were more than 2,700 non-compliant elements with a total cost of more than \$4.5 million to rectify.

Some of the elements could be corrected during the City Hall renovations that were being started this fall, Borkowski stated, and Miller said they incorporated ADA compliance into all new projects, such as the new parking lot at the Peachtree City Athletic Complex (PAC).

TAG needed to annually review ADA compliance from a transportation perspective, Larson remarked. In 2024, the City submitted the ADA plan used for the Special Purpose Local Option Sales Tax (SPLOST) projects, which did not include sidewalks. The Public Right of Way Accessibility Guidelines were passed in 2023 to set technical standards for removing barriers on pedestrian walkways.

Larson presented four specific updates that should be included in this year's annual ADA Transition Plan update. Citizen input had been revised with the inclusion of an online submission form in 2024 at the City website, and the addition in the 2025 ordinance for both the RAG and the TAG to review the plan annually. The Path System Transition Inventory had numerous completed transition ramps that should be reflected in that appendix, and add the City facility inventory and recommended projects inventoried by ACP consultants.

Larson identified that the original plan did not include the required sidewalk analysis, and proposed that TAG complete the analysis of sidewalk gaps from the path system that presented obstacles to pedestrian circulation paths at State Route intersections with traffic signals and pedestrian crossings. He showed twelve intersections in the City where there were gaps between the pedestrian crossing and the nearest path. Miller pointed out that they would need to make it very clear that these were pedestrian-only paths. Larson said he would send the full spreadsheet shared in the presentation over to TAG so they could review it next month and submit to Public Works for including in the ADA Transition Plan Update.

Bartal said they needed to look at cost-benefit because there were some areas where sidewalks would not be used, and that money would be better spent elsewhere. Miller added that this would increase maintenance costs. Schultz said he felt sidewalks were something TAG should look at once a year.

not be present October 14, and that brought up a question. The ordinance creating TAG said they should elect officers in January, but the new members would come onboard in October. Should they wait? Miller said he thought they should go ahead and do it at a meeting where everyone could attend. Bartal and Toronto said they could not attend on the 14th.

Bartal moved to cancel the October 14 meeting. Toronto seconded. Motion carried unanimously.

Schultz suggested they consider a special called meeting on October 21, but they would decide on that later.

1. October 14, 2025

2. October 21, 2025

Adjourn

There being no further business, Bartal moved to adjourn at 8:23 p.m. Toronto seconded. Motion carried unanimously.


Martha Barksdale, Recording Secretary


Paul Schultz, Chairman