



Transportation Advisory Group

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

Meeting Agenda

May 12, 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 and Jesse Wrice
 2. Senoia- Brian Bartel
 3. Tyrone- Amanda Toronto
 4. ARC- Josh Hicks
 5. State of Georgia- Blake Hayes
5. **Presentations**
6. **Agenda Changes**
7. **Minutes**
 - A. April 28, 2026
8. **Old Agenda Items**
 - A. Presentation to City Council agenda and topics- feedback from Mayor and Council, if any
 - B. Requiring motorized cart insurance
 - C. Shared-use Path Brochure Update
 - D. 2026 Priorities list: Collector Road Four-Way Stop With Path Crossing
 - E. Village marking signs (SPLOST Project) and site visits. Need cost and design to prioritize
 - F. Path signage- approach (no funding mechanism)
9. **New Agenda Items**
10. **Member/Staff Topics**
 - A. Upcoming TAG Meetings Dates
 1. May 26, 2026

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

2. June 9, 2026

11. Adjourn

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
Meeting Minutes
April 28, 2026**

1. Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday, April 28, 2026, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:30 p.m. Others present were Josh Hicks, Heidi Becker, and Blake Hayes, along with ex-officio member Public Works Director Jonathan Miller. Amanda Toronto and Brian Bartal joined via Teams, while Jesse Wrice was absent. City Manager Justin Strickland and City Engineer Dave Borkowski also attended.

2. Pledge of Allegiance

3. Public Comment

None

4. Announcements

A. Fayette County Transportation Committee- Heidi Becker and Jesse Wrice

Borkowski brought an informational handout about the Fayette County Transportation Plan, which was being updated this year as a way to guide transportation investments for the next 20 years.

Becker said a survey was being conducted online, and she was disappointed there was no way to leave comments but still urged everyone to take the survey. She said the Fayette County Transportation Committee met April 7 and began looking at plans for improvements on Inman Road. They reviewed crash data, with ideas for changes including shoulder enhancements, street lighting, and roundabouts, along with a multi-use path to connect to Inman Elementary from a new subdivision.

B. Senoia- Brian Bartal

Bartal had no report from Senoia.

C. Tyrone- Amanda Toronto

Toronto reported on Tyrone's Talk of the Town meeting held the previous week. The Palmetto Road roundabout was currently under construction, she stated, and Arrowhead Road would re-open in May or early June. Also, Tyrone had just created a flyer on cart path rules.

D. ARC- Josh Hicks

Hicks had no report from the Atlanta Regional Commission (ARC).

E. State of Georgia - Blake Hayes

Hayes said the Governor had not signed any transportation-related bills but was still within the 40-day period he had to do so.

5. Presentations

None

6. Agenda Changes

Hayes moved to add discussion of the Holly Grove Road path immediately after item 7A. Hicks seconded. Motion carried unanimously.

7. Minutes

April 14, 2026

Hayes moved to approve the April 14, 2026, TAG meeting minutes. Hicks seconded. Motion carried unanimously.

8. Old Agenda Items

A. City's Plan for Purchase and Installation HAWK Signals

Holly Grove Road

A path along Holly Grove Road had been on the Master Plan since 2010, Strickland said, and was project #35 on the most recent iteration. The goal of this path, as for many paths, was to prevent through traffic in the neighborhood. Strickland said he lived in that area and believed this might be the neighborhood with the most cart traffic. They had put this path as a priority and done a design for a path parallel to Holly Grove Road on the west side of the road.

The City had sent notices to the homeowners that this was happening, but there had been an outcry against it, including a petition with about 80 signatures in opposition. Although the goal in most places was to get cart traffic off the streets, the neighborhood's emails said they were okay with the traffic. Strickland said he had talked with other officials and with Council about this, and they had all agreed that they should not proceed with the path. The connection already existed to the commercial areas through the neighborhood.

He now was asking TAG its opinion on removing the project with the stipulation that he go to their homeowners association (HOA) and request a letter saying they did not support this path and that they were okay with traffic through their streets in perpetuity. Strickland commented that he did not want them to come back in 10 years and say they wanted a path.

Becker asked if there was a history of accidents in that area, and Strickland said there was not.

Schultz remarked that one of TAG's considerations for inclusion on the master plan was connection to the village centers. There was no straightforward way to get to the nearby Publix without traveling along the roads through neighborhoods.

Becker asked about connections to new homes in the area, and Strickland explained how they would eventually connect to the commercial area via a new path.

Miller said there were other neighborhoods that complained about through traffic, and Strickland agreed that there were plenty of other projects to spend this money on. Miller also remarked that the City never abandoned paths, so his department would have to maintain all the little spurs even if they were rendered obsolete by a path on Holly Grove.

Hayes agreed that they should get it in writing from the HOA that they did not want this. He was concerned about setting a precedent of letting a neighborhood dictate path locations. Did the desires of one neighborhood outweigh the needs of the city as a whole?

Strickland said he did not believe the neighborhood was dictating to the City what they could do. Here, there was already a connection that worked well, and the neighborhood was fine with the traffic.

Miller stated that they should say they would not prioritize this project but leave it on the Master Plan. That would give them the leeway to build the path if the City decided it was needed in the future. They would just stop design work and reallocate funding. Becker agreed with that proposal, noting that neighborhoods changed, houses were sold, and the opinion on the path might change, too.

Hayes noted that there were driveways and stop signs in the neighborhood that hindered cart traffic. They should take out signs to make it a true through route. Miller said stop signs indicated to carts that they were leaving the path and entering an active roadway. Strickland said he liked Miller's idea of leaving this in the plan.

Miller said the City should write to the HOA and explain that they were keeping the path in the plan, but it would not be prioritized, and Strickland said he would do that.

Becker said her preference was that there be a path for safety reasons, and Hayes agreed. Strickland said he, too, would prefer a path. Council members had agreed that they were okay with not constructing the path.

Miller said there was no safety data that necessitated a path here, and he would rather take that money and put a path where someone did want it. He also noted that the temperature could change in the future and the neighborhood would want a path.

Schultz said he wanted the Master Plan update publicized so that residents could see what was planned for their neighborhoods. Strickland also noted that if the City felt a path was necessary, they would build it regardless of public opinion.

HAWK Signals

Borkowski said he wanted to come to the meeting and answer TAG's questions in person. The first question was whether the City had applied for grants for high-intensity activated crosswalk beacons (HAWK) signals. He said they had recently been turned down for a grant from Safe Streets for All for the SR 54 bridge project, which included a HAWK signal. Fayette County did get \$12 million from that grant. He said Peachtree City was always looking for opportunities for grants. Requirements differed between grants, he continued. If Federal money was involved, there was a long list of environmental requirements. He said the signals had to be justified—there had to be a certain number of pedestrian crossings per hour, a certain number of vehicles per hour. An engineering study was required for each signal. He said they were still looking at one at the SR 54 bridge, maybe crossing Robinson, and would continue to look for opportunities.

The most recent HAWK signal was installed in 2023 and cost \$285,000, basically only for poles and equipment. If physical improvements were needed, the cost increased. Hayes asked if there was flexibility in terminology for pedestrian counts that could allow them to include carts, bikes, and other forms of transportation. Borkowski said he would count all of those for a grant application. Miller said they used anticipated counts at Crosstown. Hayes was also interested in ways to more clearly explain to users how these signals functioned. He mentioned confusion and mixed messages indicated by the signals. Maybe a sign that said carts should use pedestrian signals would be

helpful, he proposed. Borkowski said it was a problem because, technically, these were pedestrian signals.

Schultz asked if there was a plan to put HAWK signals on Kelly Drive as included in last year’s Path Master Plan. Borkowski said he needed direction to do the engineering, and Miller said it was a budget issue. Signals could not be funded by the Special Purpose Local Option Sales Tax (SPLOST) or impact fees. Schultz said they needed a plan, and Hayes said Council would have to agree to the signals being in the General Fund budget. They were in the Master Plan, and he thought the City should use data to determine the best location.

Miller noted that they had just begun last year to add HAWK signals to the Master Plan, and he suggested Schultz bring that to Council’s attention in his upcoming presentation to them. Borkowski said he would put it in his operational budget and see if it was approved. Miller suggested that once it was included in the budget, it should be a permanent item.

B. Village Marking Signs (SPLOST project) and Site Visits – Review Group Suggestions

Schultz said he had put a table together showing the suggested locations for village marking signs that TAG had developed at the last meeting. The signs that sat on the village boundaries could be two- or even three-sided. He said they talked about a Glenloch sign at Peachtree Parkway and SR 54, a Glenloch-Braelinn sign at Robinson and McIntosh Trail, a Glenloch-Aberdeen sign at Flat Creek Trail and Peachtree Parkway, a Kedron sign on the bridge over the lake, an Aberdeen sign at SR 74 and Aberdeen Parkway, a Wilksmoor sign at Planterra Way and SR 54, a Glenloch-Braelinn sign on Peachtree Parkway at McIntosh Trail, a Wilksmoor-Kedron sign at SR 74 and Kedron Drive, and a Braelinn sign on the southside at Redwine Road and Robinson Road. He said he did not include the Industrial Park but felt the residential villages were fairly evenly represented.

The group discussed other potential locations. Hayes suggested at Kedron-Wilksmoor sign at Senoia Road and Kedron Drive Extension to give more representation to that area of town. Becker asked about a sign on Sumner Road in Kedron. They decided to add a sign at SR 54 and Sumner. Hicks suggested a Wilksmoor-Industrial Park sign on Kelly Drive, and Miller said it could also be placed where the old Industrial Park sign was on SR 74 at Paschal Road. Hayes noted that Aberdeen was on the other side, so this could be a three-way sign. That brought the list to 12. Miller mentioned an existing sign at McIntosh Trail and Peachtree Parkway but noted it did not conform to a new city sign design. It was built by the developer. The group decided it could stay until the others were replaced.

Schultz asked if everyone was happy with the list. Hayes mentioned that the sign at Flat Creek and Peachtree Parkway was very close to the Peachtree Parkway/SR 54 sign at Walgreen’s. Hicks liked the idea of having a sign in the middle of a village and on the perimeters. Miller suggested leaving their list as it stood and finalizing it when they got a final design and a cost estimate. Then, the TAG members agreed, they could prioritize the top 10, plus additional locations if the budget would stretch. Then they could bring the locations and the designs to Council all at once. The list of tentative locations:

1	Glenloch/Braelinn	2-sided	Robinson Rd/McIntosh Tr		
2.	Glenloch/Aberdeen	2-sided	Flatcreek Tr & Peachtree Pkwy		
3.	Kedron	1-sided	Bridge over Lake Kedron		

4.	Aberdeen	1-sided	SR74 & Aberdeen Pkwy		
5.	Wilksmoor	1-sided	SR54 & Planterra Way		
6.	Wilksmoor/Kedron	2-sided	Senoia Rd & Kedron Dr Extension		
7.	Aberdeen	1-sided	SR54 & Flat Creek Trail		
8.	Braelinn	1-sided	Redwine Rd & Robinson Rd		
9.	Kedron	1-sided	Sumner Rd. & SR54		
10.	Industrial/Wilksmoor	2-sided	Paschal Rd. & SR74		
11.	Kedron	1-sided	Kedron & SR74		
12.	Glenloch	1-sided	Peachtree Pkwy & SR54		
13.	Glenloch/Braelinn	2-sided	Peachtree Pkwy & McIntosh Trail	Sign exists-	replace later

Hayes moved to table Old Agenda item 8B. to a future meeting to be determined at the chair's discretion. Becker seconded. Motion carried unanimously. Time was running short, and Schultz proposed tabling the other agenda items in order to talk about item 8D., TAG's presentation at the May 7 City Council meeting. Hayes moved to table Old Agenda items 8C., 8E., 8F., and 8G. to the next meeting. Hicks seconded. Motion carried unanimously.

C. Requiring Motorized Cart Insurance

D. Presentation to City Council Agenda and Topics

Schultz said he wanted to talk about the list they had created of eight priority items. He also wanted to discuss the Path Master Plan and explain that an alternative route had to be created before they would recommend abandoning an existing path.

Another topic would be the Holly Grove Road path. Also, the addition of HAWK signals to the Master Plan was something Schultz thought merited inclusion in his presentation, saying he would also mention that funding would be needed. Schultz also wanted to say TAG had reviewed the road paving list, and Miller said he intended to a street paving update later. Schultz thought it would be best not to mention the village marking signs because the design had not been finalized, but other members thought it would be fine to mention the signs. Schultz said he could do that but would not show the list of tentative locations. He would just say they were still coordinating with staff on design concepts. TAG had seen some concept designs for shared-use path signs, but Miller pointed out that there was no funding mechanism. Schultz said he would tell Council there were ongoing discussions.

Because the ordinance update was the biggest project TAG had completed this year, Schultz wanted to mention it first, perhaps getting into a little of the feedback TAG had received, especially about pedestrian traffic. He said he would talk about the importance of enforcement. TAG discussed changes they would like to see in the City's brochure on path regulations, such as updated terminology and pedestrian right-of-way.

Becker said she would have added something about alcohol, mentioning that many people thought it was acceptable to drive carts while drinking. Miller said there would be opportunity for collaboration with the Communications Department on future versions. Schultz said he would get the presentation together and send it to all the TAG members for their feedback. He said it would be short, and other TAG members would be welcome to take part if they wished.

- E. Shared-use Path Brochure Update**
- F. 2026 Priorities List: Collector Road Four-Way Stop with Path Crossing**
- G. Path Signage – Approach (No Funding Mechanism)**

9. Member/Staff Topics

A. Upcoming TAG Meetings

1. May 12, 2026
2. May 26, 2026

10. Adjourn

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

Martha Barksdale, Recording Secretary

Paul Schultz, Chairman