

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