

**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