

**Transportation Advisory Group of Peachtree City  
Meeting Minutes  
Tuesday, February 24, 2026  
6:30 PM**

**Call to Order**

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday, February 24, 2026, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:32 p.m. Others present were Jesse Wrice, Josh Hicks, Heidi Becker, and Blake Hayes, along with ex-officio member Public Works Director Jonathan Miller. Brian Bartal and Amanda Toronto were absent. Public Works Assistant Director DaMarcus Hunter and City Manager Justin Strickland also attended.

**Pledge of Allegiance**

**Public Comment**

**Announcements**

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

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

Becker had reached out to County Transportation Committee Chairman Maurice Ungaro who said the update of the Comprehensive Plan would be getting underway in the next month or so, and there would be meetings open to the public.

**2. Senoia- Brian Bartal**

**3. Tyrone- Amanda Toronto**

**4. Fayetteville- Jesse Wrice**

**5. ARC- Josh Hicks**

**6. State of Georgia- Blake**

Hayes had updates on several bills in the Georgia General Assembly. House Bill (HB) 986, which dealt with the speed of Segways, had passed the House and was in Senate committee. HB 957 about Kei cars was in Senate committee, as well. HB 77, related to road etiquette when approaching funeral processions, was making progress.

HB 1161 moved a provision which allowed drivers to proceed safely to a safe area before stopping for law enforcement from a chapter on the marking of vehicles to

one on rules of the road. This also had passed the House and was in Senate committee, as was HB 1022, which banned electric tinting and digital license plates and was in Senate committee. Senate Bill 384 called for a five-year vehicle registration period, instead of a one-year. Emissions testing would still be required every year, if applicable. This bill had passed the Senate and was now with the House, Hayes reported.

Schultz asked about the micromobility legislation Peachtree City had backed, and Strickland said Rep. Josh Bonner had emailed Council to report it would not be passed this year. This was the last year of the session, so it would have to be introduced again next year, if they wanted. Strickland said it seemed the Georgia Department of Transportation (GDOT) had criticisms of it. He offered to send Bonner's email to the TAG members.

## **Presentations**

### **Annexation Study**

They had all received an email about the potential acquisition of some property, Schultz remarked, and asked Strickland if there was any validity to what it said. Strickland explained that Council had authorized a study to look at surrounding areas that could be annexed for industrial use because there were no more suitable large tracts of land within the city. He noted that best practices called for annexation studies every three to five years, but it had been 12 years since Peachtree City had done one. At this point, he said, they had only authorized a study to look at the pros and cons of annexation of certain areas, and this did not obligate them to do anything. Contrary to talk on social media, no one in the city had been approached about a data center, Strickland reported, and there was no zoning district now that would allow a data center.

### **Agenda Changes**

None

### **Minutes**

Hayes moved to approve the January 27, 2026, meeting minutes as written and the February 10, 2026, with the correction of HB 977 to HB 77. Hicks seconded. Motion carried unanimously.

#### **A. January 27, 2026**

#### **B. February 10, 2026**

### **Old Agenda Items**

#### **A: City Ordinance Updates**

Strickland commended TAG for doing a good job on the update and said he had very few comments. He asked if they thought Article III should include "Motorized Carts" in the title in addition to "Micromobility Vehicles." They decided to add it and

make the title "Motorized Carts & Micromobility Vehicles." Strickland said he thought it would make it easier for people who were searching online for cart regulations.

They moved on (f) under Sec. 78-93, which mandated that paths be used in preference to parallel streets with the exclusion of the golf cart paths at Planterra, Braelinn, and Flat Creek.

Strickland had suggestions for additions to subsection (i), which listed streets that motorized carts were not allowed to operate either over, along, or across. These were roads where he thought people should not be driving on, regardless of whether there were parallel paths or not.

Hayes stated that he agreed with the point on not driving on them but banning crossing on some of these would break established connection points such as at the Methodist church on Robinson Road. Strickland said there were similar situations on Braelinn. Hayes suggested they not mark the crosswalks but put up signs said crossing was permitted. Miller had some issues with this, and Strickland proposed splitting this subsection, with one part banning cart traffic over, along, or across the road, and the other banning it over and along the roads but allowing crossing. Hayes said he thought splitting the lists would be the most sensible way.

After discussion, TAG decided that the ordinance should say that no motorized carts should be permitted to operate over, along, or across Highway 74, Highway 54, Peachtree Parkway, MacDuff Parkway, Riley Parkway, Northlake Drive, Flat Creek Road, Kelly Drive, Senoia Road, Kedron Drive Extension, Rockaway Road, and Crosstown Road, except where there were authorized crossings.

The second part of subsection (i) should say that no motorized carts should be permitted to operate over or along Robinson Road, Holly Grove Road, Braelinn Road, Ebenezer Road, Peachtree Parkway between North Peachtree Parkway and Highway 54, Stevens Entry between North Peachtree Parkway and Highway 54, McIntosh Trail, and Hip Pocket Road.

They agreed that these restrictions should apply to electric personal assistive mobility devices (EPAMDs), as well.

Moving on, Strickland pointed out where he had added some exemptions for City vehicles on the paths. He also suggested adding language to say that wearing reflective clothing was encouraged, and TAG agreed.

Did they want to require cart operators to have insurance? Strickland asked. Hayes said he believed State law already required it for gas carts, but not electric, although it was not enforced. Strickland said he would ask the City Attorney about an insurance requirement if TAG wanted. They could just reference State law, Strickland said, or just leave it as it was right now, saying insurance was highly

recommended. Wrice said he thought insurance should be required, but Hicks said he would have to think more about it. Becker was hesitant about imposing another burden on citizens, and Schultz also was inclined to not require insurance because it was a change that would cost people money. Schultz suggested they wait to vote on this when Bartal and Toronto were present.

Hayes moved to recommend that the City Manager present this version of the updated City Ordinance, Chapter 78, to City Council. Wrice seconded. Motion carried unanimously.

Strickland said he would complete the agreed-upon changes and present this to Council in March. He asked if TAG wanted to present it, and Schultz said they had discussed it with Council in the fall, and he did not feel there was cause for TAG to return. However, he did want TAG to present the updated Path Master Plan to Council when it was complete.

**B. Shared-use Path System Master Plan Update**

Schultz said discussing the shared use path master plan update would take longer than the 15 minutes remaining in the meeting, and Hayes suggested they table it. Becker moved to table agenda item 8B, the shared use path master plan update. Hicks seconded. Motion carried unanimously.

**New Agenda Items**

**A. Village Marking Sign**

Placing village sign markers was a \$180,000 project in the 2023 Special Purpose Local Option Sales Tax (SPLOST), Strickland explained. He said there used to be more signs, but they had been damaged over the years. He was asking TAG to consider locations for the signs as well as designs and had asked Public Communications to show the designs they had developed at the next TAG meeting.

While SR 54 and SR74 were the most obvious areas for signs, Strickland said there were plentiful opportunities on other roads, including a few areas where signs could be two- or three-sided and mark the borders between villages. He showed a map that indicated a few of his suggested locations. Schultz asked about cost, and Miller estimated about \$20,000 for each sign.

Strickland said there was no deadline for this. Becker suggested a field trip to look at potential sites, and the other members were enthusiastic but wanted to wait until the daylight lasted longer. Schultz suggested each TAG member come to the next meeting with 10 suggestions. Strickland said he wanted at least one sign in each village

**Member/Staff Topics**

**A. Upcoming TAG Meeting Dates**

The next meetings were scheduled for March 10 and March 24. Schultz said he might be traveling on the 24<sup>th</sup>, and Becker said she definitely would be, so they decided to discuss the possibility of canceling at the next meeting.

1. **March 10, 2026**

2. **March 24, 2026**

**Adjourn**

There being no further business, Hicks moved to adjourn at 8:06 p.m. Hayes seconded. Motion carried unanimously.

  
Martha Barksdale, Recording Secretary

  
Paul Schultz, Chairman