

**Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, March 10, 2026
6:30 PM**

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday, March 10, 2026, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:30 p.m. Others present were Brian Bartal, Amanda Toronto, Jesse Wrice, Josh Hicks, Heidi Becker, and Blake Hayes, along with ex-officio member Public Works Director Jonathan Miller. Public Works Assistant Director DaMarcus Hunter, Graphic Designer Kevin Mras, and City Clerk Yasmin Julio also attended.

Pledge of Allegiance

Public Comment

A citizen asked about a dirt path from Franklin Place to Jamestown on the Everton side that people used, even though he was sure it was not an official path. Schultz told him that TAG was currently updating the path Master Plan and could look at that. Miller said it could be a power line access road, but they could put it on the Master Plan.

The citizen also asked about requiring tags on electric motorcycles and said he did not believe they were allowed on the paths. Schultz said an ordinance update now before Council banned vehicles rated to go more than 20 mph, regardless of what they were. The citizen thought they should make only pedal-assist vehicles legal.

Miller said it all came down to enforcement, and the revised ordinance spelled out what was legal and what was not. He explained that school resource officers would be deployed to patrol the paths during the summer.

Announcements

A. Updates on Local Transportation from other Municipalities

1. Fayette County Transportation Committee- Heidi Becker

Becker said the County Transportation Committee would meet again on April 7.

2. Senoia- Brian Bartal

Bartal reported there was not a lot going on transportation-wise in Senoia after a shakeup in city leadership.

3. Tyrone- Amanda Toronto

Toronto said Tyrone was having a public hearing on an annexation that week.

4. Fayetteville- Jesse Wrice

Wrice said the County was seeking volunteers for its 2050 Comprehensive Transportation Plan.

5. ARC- Josh Hicks

Money for pedestrian and bicycle projects had been allotted by the Atlanta Regional Commission (ARC), but Hicks said he did not know any details. He said they were also talking about a roundabout in north Fayette.

6. State of Georgia- Blake Hayes

The General Assembly had just passed crossover, which meant a bill had to have passed either in the House or Senate to be further considered. Hayes said House Bill 1465, a proposal to get rid of renewal decals, was still alive, as was House Bill 1166, which would remove all zoning requirements for secondary residences of less than 400 square feet. This could impact traffic if there was an influx of these auxiliary dwelling units (ADUs).

Presentations

Agenda Changes

Schultz said since the Communications staff had come in for a presentation, he thought they should change the agenda and let them go first. Toronto moved to revise the agenda to allow Communications to be first. Wrice seconded. Motion carried unanimously.

Minutes

A. February 24, 2026

Becker moved to approve the February 24, 2026 TAG meeting minutes. Toronto seconded. Motion carried unanimously.

Old Agenda Items

A. City Ordinance Updates

Schultz said this was presented at the last City Council meeting. He thought they might want to add pedal-assisted delivery vehicles, and Miller said the City Manager had already added those. Miller said content did not change, but there were a few minor language changes. It should be on the March 19 City Council agenda.

Miller said TAG did a really good job, and he believed this would at least aid in making it known to citizens what they could and could not operate on the paths. The other piece would be enforcement, which was a challenge anywhere. He thought TAG should have input when the cart operation brochures were revised.

Schultz said Councilman Clint Holland suggested TAG review the ordinance once a year, and Schultz said he thought that was a good idea. Hayes said there were still some changes that needed to be made. Miller said there might be some discussion in the future of low-speed vehicles (LSVs).

Becker noted that Miller had mentioned in his presentation to Council that TAG in the future might want to look at insurance requirements. Councilmember Suzanne

Brown also brought up gasoline-powered carts as an issue she wanted considered.

Schultz said they would keep this in New Agenda items, but the next meeting should be focused on the Path Master Plan. Miller said they had already started path paving, and he needed to bring that in front of them, and road paving would kick off soon. Bartal asked about the path and road ratings, and Miller said he would share that data.

B. Summary of projects from SWOT analysis

Hayes had put together a summary of their discussion of priorities, and Schultz said he had read it over and was pleased. It was a list of what they should work on; anything not on it would not be a priority. He wanted them to adopt it.

Hayes read off what was on the list:

- Update City path brochure
- Optional safety training in schools and through City outreach
- Navigate PTC app improvements
- Identify areas for intersection (road, path, etc.) improvements
- Removal of unsafe paths
- Path reciprocity and integration with surrounding communities

Hayes said it was not necessary to say they would do all that, but it gave them some parameters. Toronto said it would be useful to help them stay on track. Hayes said they needed to make it a rule that if they wanted to discuss something, it had to be on this list.

Hayes moved that the group adopt as a rule that new agenda items they brought to the table must be on this 2026 potential project list for consideration. Becker asked if it had to be on the list before they brought it up or could it be added? Hayes said it had to be one of those listed topics before they could discuss it. Of course, any majority could override the rule and get something added for discussion. Becker countered that they did not know what would come up in the future.

Schultz said he would continue to make the agendas and ask each member for input. If something was not on the list, they could discuss it during Agenda Item 10—Member/Staff Topics and decide if it should be placed on an agenda. He just did not want a meeting to be derailed by one member.

Hayes withdrew his previous motion. He then moved to adopt as a rule that new agenda items might only be added if they were on the 2026 potential project idea list or if they were brought up in Item 10—Member/Staff Topics at the end of the meeting and received a second. Bartal seconded. Motion carried unanimously.

C. Shared-use path system master plan update

The Shared-Use Path System Master Plan would be the sole focus of the next meeting, Schultz stated. He wanted them to come with ideas of what to add and what to remove, and asked if it was too aggressive to plan on a vote at the end of the meeting. Toronto said it would be good to set that as a goal. Miller said that the Master Plan was important. The road paving, he noted, did not require any action from TAG. Miller said he did want them to review the path paving plan for this year and provide some input.

D. Village marking signs- review group suggestions. Public Communications will attend meeting

New Agenda Items

A. Path Wayfinding and Village Signs Concept

Julio explained that she was not only City Clerk, but she was also Director of Executive Services and supervised the Communications Department, which produced all the City's official media. She also pointed out that Communications designed the new bike racks and the navigation app. These village signs were also something that a Communications staff typically did not do. She said they wanted input from TAG on the design concepts they had created for pathway finding signs as well as the village signs. She introduced Mras to walk them through the proposed designs.

First, he introduced the concepts for the shared-use path wayfinding signs, saying they wanted clear and accessible ways for residents to navigate the paths and see how to get to particular landmarks. Right now, there were some wooden pillars showing directions on the paths. Julio noted that the north side had more signage than the south and that there was little consistency. She also thought it was important to create something that did not look like a street sign.

Miller said they needed to get Council on board with funding because there was no funding mechanism for this right now. He said the Public Works Department had just two people who created all the signs for the City, so it would be a matter of workload. Becker said the Rotary Club had traditionally supported the sign program, and Miller said he had talked to a Rotarian recently about it.

Mras showed the first design, which he described as a naturalistic design focusing on green and orange, two colors in the City's branding. There were directional arrows and distances. A half-height version also showed two directions, and there was a mile marker, as well.

The post was the same in all the designs, Julio noted, because it was something the City currently carried and used for its street signs. Miller said the mile marker could be used as replacements for the discs on the paths.

Schultz mentioned that these signs were a unique shape and wondered how easy it would be to create that. He also asked if these were stock painted signs, and would the City just add the lettering? Miller said he told Juilo that they needed to get as close to those colors as possible and to use the reflective vinyl so they could be seen at night. Julio mentioned they could use the sheet metal fabricator they used for the bike racks and order in bulk.

A second design assigned each village a color from the City's palette, while a third design featured a slanted rectangle with a rounded rectangle on top. Mras said these signs had a background that used faint icons of carts, a tree, and a walking person. The mile markings or a path number could be at the top of these directional signs.

The fourth design was shaped like a stylized peach tree leaf and incorporated a dark green color, which might be difficult to see in a wooded area. Design number five went back to the full- and half-size path markers with the mile markers at the top. The background icons were also included.

Mras and Julio wanted to know what TAG thought. While they did not want the signs to be so jarring that they distracted from the paths' natural beauty, they did want them to be eye-catching enough to provide practical directional help.

Bartal said he liked the simplicity of the fifth design and thought it would be the design most useful to older residents. Hayes also agreed that number five was his favorite. Navigation should be the focus, he stated. He also commented that a street sign should never use a "down" arrow because people interpreted it as a U-turn. Wrice supported the first design. He said he liked the uniqueness of it; it could not be mistaken for a street sign.

One of the citizens present said he had a background in graphic design and believed people would not mistake any of these for street signs because they used a different font and had two posts instead of one. Square would be best for the budget, he said.

Schultz suggested they do some mockups and try them out on the paths. He also wanted there to be common design language, such as consistency in the use of upper and lower case letters. How would the colors hold up in the sun?

Miller said the two-color system would work the best. They would have to choose a reflective vinyl and put the letters on top of that. He said this would be a funding issue because there were over 100 miles of path and many signs. His main concern that the signs be visible at night. He said there were a lot of colors to choose from.

The citizen then said color coding the signs would help people recognize signs so maybe they did not need to be read at night. Toronto said she liked the idea of

having specific colors for specific areas, but did not want the colors to be too bright. Her choice was design number three because it was not as intrusive. She liked having the mile marker as part of the sign. Wrice said he would appreciate color-coding by landmark, not village. Hayes said there were other ways to code the signs, but Miller said he did not want it to get too confusing. Becker did not want the bright colors to distract from the nature colors on the paths.

Once the City began with this, people were going to want to see these signs everywhere, Miller remarked. He said he did not want it to be a 10-year plan; they needed to be able to execute it in a reasonable timeframe.

Julio said they could take any aspects of the designs and combine them, but they had to consider the Americans with Disabilities Act (ADA). People with visual disabilities would have a hard time with signs that were monotone or in similar colors, although shapes could be used in addition to colors. She also mentioned that they left off the City logo because logos were changed over the years.

Aspects of several designs could be combined, but they needed to know what TAG liked. Mras said he could send them all a copy of the presentation. If they could narrow this down to one or two designs, they could ask citizens to vote, Julio stated.

Schultz summarized what TAG said. Most people wanted simplicity and harmony with nature and simple colors. They agreed that the City logo should not appear. Simplicity from the point of fabrication and reflectivity should be a major consideration. Icons should be used instead of color to identify.

Julio said they would use that information to create new designs and get further feedback. Did they like the background icons? Miller said he did not know how he could get them on the signs, and the group agreed that they might not be visible. Mras said he had used them on another project but dirt and pollen would be a problem.

Village signs were another part of this project, and Julio explained that there were five villages plus the Industrial Park, but many of the original signs designating them had been removed or destroyed. The 2023 Special Purpose Local Option Sales Tax (SPLOST) included \$180,000 to place village signs around the city. For design inspiration, they looked to the metal-cut signs on the gateway bridge and the spillway. These open-back signs would be made of powder-coated metal for durability. They would have the village name at the bottom, with aspects of the villages incorporated into the design. For instance, Aberdeen Village's sign would depict Lake Peachtree and Drake Field, while Braelinn would show The Fred and a deer. The splash pad was featured on Glenloch's sign, and the old mill was on Kedron's. Wilksmoor's sign depicted the Tennis Center and the Gateway Bridge. The Industrial Park's sign had the Peachtree City Athletic Center (PAC) and the airport.

These designs offered options. A trim or border could be affixed so they could be hung, or they could be put on a stone monument sign. Placed on a backing board, they could be used at transitions between villages.

Miller said he estimated the cost would be about \$20,000 per sign, which equaled two signs per village. The monument signs would be closer to \$30,000. TAG had expressed a desire for at least one per village, and there were areas where they could have signs for different villages on each side.

Julio showed a mockup of a Braelinn sign. Her examples showed signs in the colors of the City's brand, but Julio said they did not have to be those colors. The cut-metal was to match the spillway and the bridge.

Schultz asked about the timing for a decision. TAG's priority right now was the Master Plan update, which they needed to finish this month. Julio said there was no timetable. These were just concepts that TAG could be thinking about.

Miller noted they had no funding mechanism for the path wayfinding signs, so TAG could put that on the backburner. The village signs were a SPLOST project that people kept inquiring about, so it needed to be addressed sooner rather than later.

B. Requiring Motorized Cart Insurance

TAG decided to keep this as an item for possible future discussion.

Member/Staff Topics

They discussed upcoming meetings, and, based on potential absences, decided to move the March 24 meeting. Wrice moved to cancel the March 24 meeting and hold a special called meeting on March 31. Toronto seconded. Motion carried unanimously.

The next meeting would be April 14, which met with everyone's approval.

A. March 24, 2026

B. April 14, 2026

Adjourn

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


Martha Barksdale, Recording Secretary


Paul Schultz, Chairman