

**Transportation Advisory Group of Peachtree City**  
**Meeting Minutes**  
**Tuesday, March 31, 2026**  
**6:30 PM**

**Call to Order**

The Peachtree City Transportation Advisory Group (TAG) met for a special called meeting on Tuesday, March 31, 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, Josh Hicks, Heidi Becker, and Blake Hayes, along with ex-officio member Public Works Director Jonathan Miller. Amanda Toronto attended virtually, and Jesse Wrice was absent. Public Works Assistant Director DaMarcus Hunter also attended.

**Pledge of Allegiance**

**Public Comment**

Cary Cook discussed the need for Police presence on the paths to enforce safety regulations. He also said he would be opposed to an extension of TDK Boulevard to Crosstown Road and was concerned about the traffic that would be generated by a potential 2,000 new houses on the other side of Lake McIntosh in Coweta County.

Lynn Frow said it was the job of Council to provide safety to citizens, and she believed that Coweta County was dictating what Peachtree City should do in terms of traffic. She also expressed opposition to a Crosstown/TDK extension and to annexation of property into the city.

Traffic congestion was the concern of Ann Minaldo, especially at the SR 54/74 intersection. She said she had seen rapid changes in the three years she had lived in Peachtree City and did not want continued growth.

Keith Larson noted that this was the deadline day for golf cart tag registrations and their relocation to the front and back of carts. He then urged TAG to be cautious about recommending path closures when reviewing the Path Master Plan. Larson also mentioned a new development in Flock surveillance cameras that could monitor the paths and said if the City was interested in being part of a pilot program, he could connect them with the right people.

**Announcements**

None

**Presentations**

None

**Agenda Changes**

Schultz said he wanted to skip the updates from members in order to move on to the path master plan update.

**Minutes**

Bartal moved to approve the March 10, 2026 TAG meeting minutes. Becker seconded. Motion carried unanimously.

**A. March 10, 2026**

**Old Agenda Items**

**A. Shared-use path system master plan update**

At its March 10 meeting, TAG began review of the Path Master Plan update. Hicks had compiled an extensive list of suggestions, and the members agreed to continue with that, discussing needed path connection points throughout the City.

Below is the final list TAG agreed upon. Miller said he would get these routes mapped, and they could vote at the next meeting before it went to the City Council. Schultz said TAG was due for a presentation to Council, and this would be a good opportunity.

Location	Issue	How to address
Steep hill at Shakerag	Too steep	Abandon; have backup path and/or post signage about danger if not abandoned
Recreation Fields to Meade Field on south side of 74	Connectivity	New path
West side of Joel Cowan-connect Section 73 to Section 42	Connectivity	New path
Path that parallels Spear Road	Connectivity	New path; part of annexation; connect homes along Spear Road
Path to Fitness 54	Connectivity	New path; "island hop" through parking lots including Governor's Square
Franklin to Jamestowne	Connectivity	New path. Unofficially used already but would require power line utility easement.
HAWK Crossing on Robinson near Booth Middle	Safety/Connectivity	Put somewhere along Robinson
Continue path 8 up	Connectivity	New path

Sumner, connecting to 7		
Waterwood Bend- connect south to cart path and possibly north to path near Walgreen's shopping center	Currently need to cross Peachtree Parkway and double back	New path

Intersection issues

Location	Issue	How to address
From tunnel under 74 to Fresh Market	Low visibility; sharp right	Intersection review

The group discussed ideas for remedying the cart bottleneck in the Walt Banks/Peachtree Parkway/Stevens Entry area near the high school, saying there needed to be alternatives rather than just one way out of the parking lot. Schultz said that would be a future project; there was not much TAG could do on that situation right now. Miller noted there were a multitude of projects, such as the bridge, which would have an impact. This would be an area to monitor in the future.

School crossing guard safety was another concern, Becker remarked. Miller said the City had installed flashing LED signs in school zones at a couple of schools. However, the County had received grant money that included installing these signs, and he did not want to overlap their plans.

Schultz said it was important to discuss the path and street pavement ratings at this meeting. Hayes moved to table Old Agenda item 8B, village marking signs, and New Agenda item 9A, motorized cart insurance, until the next meeting. Hicks seconded. Motion carried unanimously.

**B. Village marking signs- review group suggestions**

**New Agenda Items**

**A. Requiring Motorized Cart Insurance**

**B. Path Pavement Rating & 2026 Proposed Paving**

The evaluation by Infrastructure Management Services (IMS) showed that Peachtree City's path network had a value of about \$70 million. Miller said IMS rated all the paving on a scale of 0 to 100, with 100 being the best. At the time the paths were surveyed in 2024, 35% were rated at 90 to 100, and almost 4% were rated at 40 or below, which was considered backlog. The average pavement

condition index (PCI) was 79, which Miller said was not bad. To keep the paths in this condition would require an expenditure of \$1.38 million a year.

By 2025, the average condition was 75%, and the backlog was 6%. Miller said they were constrained by their workforce and could not pave the amount of miles needed each year to keep up with the backlog. He said they would do as much as they could, but it would require hiring more people or contracting the work out.

Becker asked what the City saved by doing the work in-house? Miller explained that one mile from a contractor was about \$600,000, while in-house was about half that. However, having an in-house crew meant they could be used for other City services. There was such a huge cost savings that Peachtree City had been approached by golf courses and by Fayette County and the Town of Tyrone to pave paths, he remarked.

Bartal asked about equipment costs, and Miller said they had enough equipment for the workforce they had. Becker said it seemed that the money being saved could be used to hire more employees, but Miller pointed out that the money did not exist. It would have to come from somewhere else because there was no money in the General Fund for paving. Paving money came from the Special Purpose Local Option Sales Tax (SPLOST). They discussed funding but acknowledged this was a matter for Council.

Cook asked how often a path had to be repaved, and Miller replied about every five to seven years. Tree root damage was the main reason for repaving as was the fact that many paths were in the floodplain. Unlike the streets, the paths did not receive different types of rehab—it was just ripping them out and repaving. Also, unlike streets, the paving was done on a “worst-first” basis.

There were several reasons why they had fallen behind in the path paving. Grading for Americans with Disabilities Act (ADA) requirements took longer, Miller stated. To maintain a steady state, about 10 miles of paving per year were required. Right now, they averaged four to six. By adding paths, they also were adding to those maintenance obligations.

Hayes asked if it would be good to go to Council meetings and advocate for path funding? Miller said that was the biggest push behind SPLOST. He also pointed out that money from impact fees paid by developers could be used to build new paths, but not for maintenance.

Miller said he had provided TAG with the path paving list for this year and also the path patching projects. In the past, they had opted to repave, rather than patch, but now they were patching areas where it was suitable.

### **C. Street Pavement Rating & 2026 Proposed Paving**

Street condition evaluations had been done in 2017 and 2022. The average PCI in

2017 was 61 with a 9.7% backlog, but in 2022, the PCI had jumped to 83 with a backlog of 4.9%. Maintaining a steady state required \$2.6 million a year, but they had been spending about \$5 million, which accounted for the upswing in the PCI. From 2017 to 2022, they spent \$25 million and paved about 45 miles.

Unlike the paths, which were done on a worst-first basis, the streets were paved according to condition. It was more cost-efficient to rehab several streets that were not in the very worst condition than it was to spend that money on one street that required full-depth reclamation. A street that required basic maintenance cost \$45,000 a mile to rehab but would jump to \$160,000 per mile if its condition deteriorated. The very worst streets could cost up to \$435,000 a mile. Miller said they got to those eventually, but they were not a priority.

This year's condition survey showed an average PCI of 86 and a backlog of 3.5%. In 2025, it was 85 and 3.9%, with a backlog of less than 4% of the streets. The question was what if they did not have that \$5 million to catch up on the backlog? Miller noted that they were paving a lot of roads at the same time, so they would need repaving at the same time. Hayes said that should be the point that TAG should make to Council.

Miller had provided TAG with the PCI map and this year's paving projects that were out to bid.

Schultz asked about contracting out some of the work, and Miller said that might be what they needed to do in the future. However, he noted that they would not get many bids to pave the paths because it required specialized equipment that would fit on the paths, and few contractors had that.

Maybe an intergovernmental agreement (IGA) with Tyrone and Fayette County would be the way to go, Hayes mused, saying it would bring in some money. Miller said he did not see Peachtree City residents being okay with their people working in other areas. Hayes asked how many people worked on paving, and Miller said he had two crews on paths and another crew that doubled as a patching crew.

Miller said if any TAG members had suggestions regrading path paving, they should send them to him. If there were time and money, maybe they could be done.

### **Member/Staff Topics**

#### **A. Upcoming TAG Meetings Dates**

The next meetings were set for April 14 and April 28, and most members said they could be present.

##### **1. April 14, 2026**

2. April 28, 2026

**Adjourn**

There being no further business, Becker moved to adjourn at 8:10 p.m. Bartal seconded. Motion carried unanimously.

  
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Martha Barksdale, Recording Secretary

  
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Paul Schultz, Chairman