

Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, April 14, 2026
6:30 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met Tuesday, April 14, 2026, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:30 p.m. Others present were Josh Hicks, Heidi Becker, Jesse Wrice, and Blake Hayes, along with ex-officio member Public Works Director Jonathan Miller.

Amanda Toronto and Brian Bartal were absent. Public Works Assistant Director DaMarcus Hunter also attended.

Pledge of Allegiance

Public Comment

None

Announcements

A. Fayette County Transportation Committee- Heidi Becker

Schultz asked if public participation was being sought in the update of the Fayette County Transportation Plan. Wrice said he attended the County Transportation Committee meeting, and they talked about public meetings that would be held throughout the County and a website with information on the plan.

The Committee also talked about the path connection on Redwine Road and another in the north part of the county as part of Fayette Connect. Wrice wondered if the county could connect to Peachtree City's paths without Peachtree City's okay? Miller said the paths were in the County so connections did not require Peachtree City's authorization.

Wrice said Councilman Clinton Holland was present at the County meeting, and he had mentioned that the County had sent a request regarding a focus group to City Manager Justin Strickland. Miller said he had heard about it, and Hayes said he had agreed to attend the meeting.

Becker had gotten an update on the County from Committee Chairman Maurice Ungaro. She said there would be four public events to get input on the Transportation Plan. Wrice said Peachtree City's event would be April 16 at Drake Field. Hayes added that what he would be attending was not for public input, although the public could attend. Fayette Connect was what the County's path system was now called, and Miller said he did not know if that name would be used in Peachtree City.

The 54/74 intersection work would be cleaned up by June, Becker reported, adding that the pillars for the new sign over SR 74 were not the right color. Miller explained that it was hard to tint concrete to a specific color, and those bricks would have to

be stained.

Becker reported that the Peachtree City Planning Commission had approved the conceptual plat for the Bradshaw Estates subdivision, including paths that the developer would be responsible for and others that the City would build.

Schultz said he had reached out to County Engineer Phil Mallon about the transportation plan focus group, and the first meeting would be on April 28, with three meetings planned over the next 10 months. Hayes said he would attend.

B. Senoia- Brian Bartal

Absent

C. Tyrone- Amanda Toronto

Absent

D. Fayetteville- Jesse Wrice

Fayetteville did not have a transportation committee, Wrice stated. Schultz suggested Wrice join Becker in reporting on Fayette County to TAG.

E. ARC- Josh Hicks

Hicks reported on the Atlanta Regional Commission's (ARC) Amendment 6, saying there were three projects of local interest. One was a 1.2 mile shared-use path on Sandy Creek Road from Veterans Parkway to Eastin Road. Another was a 1.6 mile shared-use path on Kenwood Road from Ashley Drive to Longview Drive. The third was 1.8 miles of shared-use path called the Woodland Link that started in the Fayetteville city center and went to Gingercake. Hicks said the 15-day public comment period on those started today.

Peachtree City's request for funding for the bridge over SR 54 near 54 was under review now, and the City should know by July 31 if it was accepted. Hicks also reported there were six vacancies on the Transportation Coordinating Committee.

F. State of Georgia- Blake Hayes

Hayes noted that the State Legislature had adjourned for the year but had passed several transportation-related bills at the last minute. These had not yet been signed by the Governor. Senate Bill (SB) 384 lengthened the registration period for motor vehicles to five years and eliminated the annual validation decals. Annual emissions testing would still be required in the metro Atlanta counties.

House Bill (HB) 1161, which dealt with traffic stops by law enforcement, was amended significantly and moved to the rules of the road section of the Code, Hayes remarked. It was amended to mandate that every mile a suspect fled from State law enforcement could equal a 30-day jail sentence. It also said school zone cameras had to be indicated by flashing yellow lights and show the speed at which approaching vehicles were traveling. There also had to be a study that showed the

need in order to place those cameras on a road wider than two lanes.

HB 651 also changed the rules for school cameras, but required only the flashing yellow lights. It also had provisions to fine localities that violated any of the camera regulations. It said speed detection devices could be used only to enforce speed limits of motor vehicles. The bill would allow officers to write tickets for school zone speeding only if the speed was in excess of 10 mph over the limit.

Hayes said SB 76, which allowed Kei cars on any highway with a speed limit of 60 mph or less, had passed. This would allow Kei cars on all roads in Peachtree City, and Hayes thought the law could be interpreted to mean paths, too. Miller pointed out that the ordinance Peachtree City had just passed contained a list of permitted vehicles for the paths, with those not listed deemed as illegal, but Hayes said this would be a State law that superseded that. Schultz said he thought a court challenge to get Kei cars on the paths would be unlikely.

Presentations

None

Agenda Changes

None

Minutes

A. March 31, 2026

Hicks moved to approve the March 31, 2026 meeting minutes. Wrice seconded. Motion carried unanimously.

Old Agenda Items

A. Shared-Use Path System Master Plan Update - Final Review and Approval

Miller presented a map he had created showing the location of the paths that TAG had discussed for addition to the Master Plan. He used a pink color to indicate a proposed new path, purple for redesigned, orange for in progress, and blue for completed. Miller also had marked potential locations for high-intensity activated crosswalk (HAWK) beacons.

The steep path at Shakerag was the only one listed for redesign. Miller said the City Manager thought it was better to say the path needed adjusting rather than call for it to be removed. If they closed the path, Wrice asked, would they just leave it there? Miller said Council did not like to close paths. Here, he said, they should wait until they had an alternate route figured out before suggesting that this one be closed.

TAG had added a suggested path that would enable a connection from the recreation fields to Meade Field. On the west side, they suggested a path along Joel Cowan to connect Section 73 to Section 42. Miller again cautioned the TAG members that connectivity was the goal, but the exact location depended on many

factors.

Other suggestions included a path along Spear Road. Becker asked about the new subdivision that was being built in that area, and Miller pointed it out on the map. He said the path connection for those homes would connect to Stagecoach Road. Schultz pointed out that this property was annexed into the City as a means of controlling traffic. The path would allow parents to take their kids to school, rather than having a new road cut through. Another path in that area was suggested to lead to Fitness 54.

A suggested connection would link two paths on Sumner. A new path from Franklin to Jamestowne was on TAG's list, but that would require a power line utility easement. Miller again reminded TAG that none of this had been approved; these paths were just long-term visions, Schultz added. Also on the list was a connection to the south from Waterwood Bend. A HAWK crossing on Robinson Road near Booth Middle School was on the Master Plan.

Miller said he also caught a few omissions on the online map that were not added from the 2025 Master Plan. He also explained that the new Mill Farms subdivision now had a connection to the path network.

Hayes then asked about the path at Dogwood Church, which was included in the Master Plan from the previous year. The group discussed whether they should call it a proposed new path since it was an existing connection that had been abandoned. It was not proposed, Hayes stated, it existed now. Miller said he wanted to keep it as a proposed path because improving it was dependent upon Tyrone building its own connection. Then Peachtree City could re-do it as a path.

Schultz said they had now completed a final review, and he would like to take it to Council in a couple of weeks. He suggested the May 7 work session.

Hayes moved to approve the Shared-Use Path System Master Plan update and recommended that it be presented to Council at a future meeting. Hicks seconded. Motion carried unanimously.

The following locations were approved by TAG to be added to the Master Plan: steep hill at Shakerag, recreation fields to Meade Field on south side of SR 74, west side of SR 74 to connect Section 73 to Section 42, path that paralleled Spear Road, path to Fitness 54, Franklin to Jamestowne, continuation of path 8 up Sumner to connect to 7, and Waterwood Bend to connect south to the cart path and possibly north to the path near Walgreen's shopping center. Also in the plan was a suggestion for a HAWK Crossing on Robinson near Booth Middle School.

B. Shared-Use Path System: HAWK Signal Locations

Schultz noted that they had talked about HAWK signals in the past and had added

a recommendation for a new one this year. He asked Miller about outside funding possibilities and how these signals were prioritized.

Miller said that was typically the domain of the Engineering Department and offered to get the City Engineer to speak to them about it. To obtain Federal funding, Miller said the City had to first pay someone to write the grant. If it was selected, the City would still probably have to pay a portion. The City had received no Federal funds for the HAWK beacons they had already installed, but he was not sure of the reasons why the applications were denied.

Because he was a Federal employee, Hayes recused himself from the discussion on how to obtain grants.

Miller added that a lot of grants were needs-based. There were some Safe Routes to School grants that could possibly provide funding. He said he would have to investigate and see if the grants had requirements that the City could not or would not meet.

Becker said former TAG member Keith Larson was knowledgeable about these types of grants and might be a good resource. Schultz noted that something that seemed simple on paper often was more complex in reality. Schultz said the information he had found said the City might obtain a grant for equipment but would have to pay for installation.

Miller noted that some grants were based on a community's income level, and Peachtree City would probably not qualify for those. Becker said grant writing was complex, and Miller agreed that there was a lot of work involved.

There had to be a justification for a HAWK signal, too, Miller said, such as speed or volume. The Crosstown Road signal was easy to justify, as were Rockaway Road and Peachtree Parkway North. Robinson Road should qualify because of speed and volume, but Kelly Drive might not be so obvious, although Schultz said he thought it was needed. Hayes added that they could consider the volume on the path, not just traffic on Kelly.

C. Village marking signs (SPLOST Project) - Review Group Suggestions

Schultz asked if anyone had suggestions on locations for village marking signs. Wrice said he thought the City's Communications staff were going to return with additional designs, but Schultz said they were not. TAG looked at the map with tentative locations marked by the City Manager. Schultz asked if the TAG members thought residents felt strongly about village identities. Miller listed the villages: Glenloch, Aberdeen, Braelinn, Kedron, Wilksmoor, and the Industrial Park. There had been an unofficial attempt to create a Lexington Village to accommodate higher density development at its center, but that was never adopted.

The group discussed various locations for signs and also where double- or even

triple-sided signs could be used in areas where villages bordered each other. Hicks suggested a Glenloch Village sign on South Peachtree Parkway at SR 54, and Schultz agreed.

Miller said they did not have to approve anything tonight, just have a discussion. Becker asked if they had any feedback from staff. Miller noted that most of staff's presentation was on designs for the path signage. Hayes said staff had chosen a cut-out design for the village signs but wanted TAG's ideas on placement. However, Miller noted, TAG could take feedback to the City, such as changes in color.

The village signs had funding of \$180,000 earmarked in the 2023 Special Purpose Local Option Sales Tax (SPLOST), which could cover about nine or 10 locations at the estimated cost of about \$20,000 per sign. There was no funding mechanism for the path marker signs.

Becker asked if the village signs had to be approved by City Council, and Miller said the expenditure should have to go to go before Council. He said it would be within TAG's purview to suggest changes. Wrice again said he thought they were going to return to revisit ideas on village signs, and Miller thought it would be beneficial to ask them to come back only for those signs.

Schultz suggested TAG ask staff to return to talk just about proposed designs for village signage, and wanted TAG to have location suggestions ready before then. In the future, they could talk about path signage, but not make it a priority because that project was not funded.

He said Peachtree Parkway at SR 54 seemed to be a priority, and he also liked the idea of a village sign at Peachtree Parkway and McIntosh Trail, which was a dividing line between villages. Robinson Road at McIntosh Trail was a good option, too, he remarked. Someone had mentioned two signs per village, and those would give them two signs for Braelinn and two for Glenloch. Hayes pointed out that double-sided signs meant there could be more than two signs per village. The cost would depend on the design concept, Miller stated.

Miller suggested a sign for Glenloch/Aberdeen at Flat Creek Trail and Peachtree Parkway, saying that area was often mentioned as a good spot for a sign.

Hicks then suggested a Braelinn mural on the concrete wall at Redwine, but that was County property, Miller pointed out. Hicks also thought a Kedron sign over the bridge at Lake Kedron would be good.

Schultz asked for other ideas. Hayes mentioned adding one on SR 74 at Aberdeen Parkway. Hayes said he supported the Wilksmoor/Kedron sign on the City Manager's map. Hicks suggested Planterra Way and SR 54 at the Tennis Center.

Becker wanted to take the map and drive around to scout out locations. Hayes agreed that it was a good idea, and Miller said he would forward the map to everyone. Schultz remarked that he would compile a list of their suggestions, and they could discuss it at the next meeting.

Time was running short, and Schultz suggested tabling other items on the agenda. He said they could talk about the upcoming presentation to Council at the April 28 meeting.

Hayes moved to table Old Agenda item 8C, Village Marking Signs; Old Agenda item 8D, Path Signage-Approach. New Agenda item 9A, Requiring Motorized Cart Insurance, New Agenda item 9B, Presentation to City Council Agenda and Topics, New Agenda item 9C, Shared-Used Path Brochure Update, and New Agenda item 9D, 2026 Priorities: Collector Road Four-Way Stop With Path Crossing. Wrice seconded. Motion carried unanimously.

Hayes then made a motion to reconsider the previous item. Hicks seconded.

Hayes amended his motion to say they would table those items until the following meeting. Becker seconded. Motion carried unanimously.

D. Path signage- approach (no funding mechanism)

New Agenda Items

- A. Requiring Motorized Cart Insurance**
- B. Presentation to City Council Agenda and Topics**
- C. Shared-Used Path Brochure Update**
- D. 2026 Priorities: Collector Road Four-Way Stop With Path Crossing - Improving Safety**

Member/Staff Topics

- A. Upcoming TAG Meeting Dates**

The next meetings would be April 28 and May 12. Wrice said he would be absent on April 28, but Schultz said he thought they would still have a quorum.

1. **April 28, 2026**

2. **May 12, 2026**

Adjourn

Becker inquired about a citizen's email to TAG concerning pedestrian rules for which side of the path to walk on. Miller said this could be something they addressed when the City's path brochure was updated.

Becker then asked if she should forward emails or if everyone got them. Schultz said he got all of them and usually replied. Hayes had answered in the past but said he was fine with Schultz taking responsibility. He did point out that the City's website said all TAG members got the emails. City Council's was the same way, and individual members often responded. He did not think they should say other TAG members could not respond.

Schultz said he could agree with that. Becker suggested they copy everyone if they responded, and Miller remarked that "Reply All" would do that so all members would be aware of the conversation. Schultz said that was a good idea.

Regarding the email about pedestrians, the rules of the road said pedestrians could walk on either side. Schultz said he would respond to it.

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


Martha Barksdale, Recording Secretary


Paul Schultz, Chairman