



Transportation Advisory Group

Paul Schultz - Chair, Heidi Becker - Vice Chair, Brian Bartel, Amanda Toronto, Blake Hayes, Jesse Wrice, Josh Hicks, Jonathan Miller

Meeting Agenda

May 26, 2026 | 6:30 PM

Convention & Visitor's Bureau, 191 McIntosh Trail

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Public Comment**
4. **Announcements**
 - A. Updates on Local Transportation from other Municipalities
 1. Fayette County Transportation Committee- Heidi Becker and Jesse Wrice
 2. Senoia- Brian Bartal
 3. Tyrone - Amanda Toronto
 4. ARC - Josh Hicks
 5. State of Georgia - Blake Hayes
5. **Presentations**
6. **Agenda Changes**
7. **Minutes**
 - A. May 12, 2026
8. **Old Agenda Items**
 - A. Requiring Motorized Cart Insurance
 - B. Shared-Use Path Brochure Update
 - C. 2026 Priorities List: Collector Road Four-Way Stop with Path Crossing
 - D. Village Marking Signs (SPLOST project) and Site Visits. Need cost and design to prioritize
 - E. Path Signage - Approach (no funding mechanism)
9. **New Agenda Items**
10. **Member/Staff Topics**
 - A. June 9, 2026
 - B. June 23, 2026
11. **Adjourn**

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This meeting will be held in Council Chambers at City Hall

**Transportation Advisory Group of Peachtree City
Meeting Minutes
Tuesday, May 12, 2026
6:30 PM**

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday, May 12, 2026, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:36 p.m. Others present were Brian Bartal, Amanda Toronto, Heidi Becker, and Blake Hayes, with Jesse Wrice arriving at 6:50 p.m. Josh Hicks was absent. Ex-officio member Public Works Director Jonathan Miller and Assistant Public Works Director DaMarcus Hunter also attended.

Pledge of Allegiance

Public Comment

None

Announcements

A. Updates on Local Transportation From Other Municipalities

1. Fayette County Transportation Committee- Heidi Becker and Jesse Wrice

Becker attended the Fayette County Transportation Committee meeting the previous week and also dropped by the public meeting on the Comprehensive Plan held on the day of the TAG meeting. She distributed a list upcoming events that Committee Chair Maurice Ungaro had created. The topics at both sessions included projected areas for development and the path plan. She said the County Commission retreat was coming up, and the ribbon cutting for the Redwine tunnel was set for May 14.

At the public meeting/open house, which was the first of a planned series, a map was featured that allowed attendees to mark areas where they had safety or traffic concerns. Participants were encouraged to fill out a survey, and the consultants working with the plan answered questions. Becker said she thought there was a good turnout.

Most of the projected growth was anticipated in the Brooks/Woolsey area. Fayetteville, Tyrone, and Peachtree City's growth would probably be limited to areas along State highways, Becker reported. Fayette County was projected to see 21% population growth by 2050, with a 24% growth in employment in that time. Becker said there was a list of recently completed road projects, and conceptual maps that showed potential path connections throughout the County.

Schultz mentioned that the County's intent to name the path network was

discussed at the last City Council meeting, and a Peachtree City Councilmember had suggested the City come up with its own name for its network. Miller said suggestions would be solicited on the annual survey this spring.

Becker said she would be making a presentation on TAG's work and also the County's plans to the Governmental Affairs Committee of the Fayette County Chamber of Commerce the next morning.

2. Senoia- Brian Bartal

Senoia had obtained quotes on some audible pedestrian signals, Bartal reported.

3. Tyrone- Amanda Toronto

Tyrone Road was being resurfaced, Toronto reported.

4. ARC- Josh Hicks

Absent

5. State of Georgia- Blake Hayes

Hayes said the Governor had been busy the past two days as the signing period came to an end. Among the bills signed were Senate Bill (SB) 776, which allowed multi-purpose off-highway vehicles on any road where the speed limit was 60 mph or less. Hayes pointed out that local authorities could ban them, and that might be something to consider when they did the path updates next year.

The Governor had signed SB 443. It increased the penalty for obstructing roads to a high and aggravated misdemeanor. SB 384, the bill that allowed for an optional five-year registration period for motor vehicles passed, effective July of 2027. Emission tests would still be required annually.

Also signed was SB 293, which increased penalties for many actions, including the improper transfer of a license plate, obscuring the plate, or falsifying the odometer on a title. House Bill (HB) 986 was signed, and it said personal delivery devices had to have sound when they were moving.

Hayes said there were other bills that Kemp had not signed, and they would become law if he did nothing. Schultz asked about the bill allowing the issuance of a ticket if you were only 5 mph over the speed limit, and Hayes replied that the Governor had not signed that.

Presentations

None

Agenda Changes

None

Minutes

A. April 28, 2026

Bartal moved to approve the April 28, 2026 meeting minutes. Hayes seconded. Motion carried unanimously.

Old Agenda Items

A. Presentation to City Council agenda and topics- feedback from Mayor and Council, if any

The feedback was good from TAG's presentation to City Council the previous Thursday, Schultz commented. He and Hayes presented, and Becker was also at the meeting. Hayes said he briefly discussed the paths they had added to the Master Plan this year but did not go into detail about the Sumner Road path to connect Projects 7 and 8 because it did not make sense without a map. He later received an email asking if that path was going to be skipped, and he said he replied and sent the map that explained the connection.

Bartal asked if this was the connection the builder was going to construct on Sumner Road. Miller said it was, although the builder might provide the funds and the City would build it.

Becker remarked that Councilmember Suzanne Brown, who supported naming the path network, had noted how many different terms Schultz had used for the paths. Miller reported that he thought the presentation went very well and appreciated that the Mayor gave them a shoutout in her weekly video.

B. Requiring motorized cart insurance

Schultz wanted to make a data-driven decision and said he needed to know if there had been cart collisions where the lack of insurance caused a problem. He had never heard of anyone having a problem like this and wondered if the Police had records or if anyone had complained to the City about this.

Wrice said cart collisions could be very bad, as he had witnessed. He commented that he would highly recommend cart insurance but wanted TAG to discuss it further.

A question was raised whether or not homeowner's policies covered carts, and most members thought it did if the carts were on the insured property but not when being driven off the property. Miller said he needed to talk to the Police Department because he was not sure that their collision statistics differentiated between carts

and cars.

Bartal thought they should make sure there were not other ways to cover carts before they required separate cart insurance, but Miller observed that enforcement would be an issue. The Police could not check everyone's homeowner's insurance to make sure their cart was covered. Wrice offered to check various insurance companies to see if homeowner's insurance covered carts. Hayes said it was coverage for liability to others that they needed to check, and Miller again added that enforcement could be difficult.

Becker said she had discovered that most states did not require insurance on carts. She said she agreed that they needed data before making a recommendation and asked them to all do some research. Toronto suggested asking their friends what they thought. Miller said it could be a question on the City's upcoming survey. He again noted that any statistics they got would be incident reports, not facts on injuries or property damage. Becker said she believed public opinion would be about evenly split if they asked about requiring insurance.

Miller pointed out that they should ask the insurance companies about age requirements because Peachtree City allowed cart operation below the legal age for having a driver's license.

Should they limit this to carts? Becker asked. Hayes stated that the general rule in Georgia was that if it required registration, it required insurance.

Wrice said he would ask the insurance companies about liability, price, and aging. Hunter asked if there was a minimum liability coverage they should have? Miller said they would have to set standards in the recommendation. Schultz checked his cart coverage and said it looked to be about the same as for an automobile. It would probably be best to tie it to the State minimums for auto, Hayes remarked, because then the City could say they were taking the State law for motor vehicle insurance and applying it to carts.

Toronto asked if the City had used any language about insurance being encouraged, and Schultz said it was in the pamphlet. He asked Toronto to elaborate on some of the comments she had from friends. One had remarked that carts were not very expensive, so it did not seem practical to insure them, but Toronto said she had responded that carts were getting more expensive. The friend also mentioned that she had heard of only a few cart on cart collisions and believed carts running into trees or ditches were more common.

Miller said the responsible thing to do was to protect yourself with uninsured motorist insurance. Hayes noted that some states allowed for proof of financial responsibility instead of insurance, which could involve putting aside money to settle damages. Maybe Peachtree City could make it an ordinance violation if you had an accident and did not have insurance or the financial ability to pay for

damages to the other vehicle.

Miller then brought up the burden that would be put on City staff to make sure those who were registering carts had insurance. Becker read from the City's brochure given to cart registrants that said insurance was recommended.

They had a lot of good ideas, Schultz remarked, and thanked Wrice for volunteering to get insurance information. He took an informal poll of the members: Hayes said he could support an insurance requirement if it was tied to the State minimum, and Wrice agreed. Bartal, Toronto, and Schultz wanted more data, and Bartal was hesitant to require another expenditure for residents. Toronto said she did not support a requirement at this time, however. Becker did not support a requirement. Schultz asked them to talk to their friends who had carts and see what they thought. He noted that he did not know of anyone who paid more than \$100 a year for cart insurance.

Becker said she was individually in favor of having insurance, but against the government telling her she had to have it. Schultz added that Miller made some good points about the extra work involved for the City.

C. Shared-use Path Brochure Update

Schultz said he would like TAG to obtain a draft version and come back to the next meeting with ideas for changes. Hayes remarked that it was not a draft at this point—it was printed, but there was a digital version that could be changed at any time. Schultz said they should all look at the digital version. He added that he wished they had waited for TAG's input before printing the brochure but remarked that it would have to be reprinted eventually.

Hayes moved to table New Agenda item 8C, Shared Use Path Brochure Update, until the next meeting. Toronto seconded. Motion carried unanimously.

D. 2026 Priorities list: Collector Road Four-Way Stop With Path Crossing

TAG's list of priorities included intersection improvements, Schultz said, and they looked at the Peachtree Parkway/McIntosh Trail intersection where there was also a path crossing for Peachtree Parkway. However, the intersection of Walt Banks Road and Peachtree Parkway near McIntosh High was a better example.

Bartal noted there was a gravel path behind the high school stadium, and Miller said that must have been put in by the school.

The intersection was basically a seven-way stop, Hayes noted, with three path crossings and four roads in one location. Schultz said he treated these intersections like a four-way stop, but he did not believe cars always acknowledged

the carts' rights. He thought TAG should explore ways to make these intersections safer.

Miller said the presence of the school crossing guard was the only reason carts were able to cross during peak traffic times. Hayes mentioned that the City had hammered home the message that "cars always have the right of way," and that's what drivers did.

Bartal said ideas included a signal or signs, or re-engineering the intersection with a roundabout. A third option was what they had talked about in the Master Plan, which was how to disperse the traffic. A path from the back of the high school would do that with a crossing opportunity further down.

Hayes said the County's 2019 path design guidelines recommended ways to handle these types of intersections. One way was to bend the path so that it was beside the road, making it obvious that the path and roadway traffic should move at the same time. Another way was to bend the path away from the road so the car traffic could deal with the four-way stop, then deal with the cart crossing at least one car length from the intersection.

This issue was that all McIntosh High traffic had to come that way, Bartal said, adding that a path out the back could cut the traffic in half. Miller said some of the Master Plan recommendations would address that. He mentioned the amount of property that would have to be acquired for a roundabout. Moving the path farther back would put it close to driveways and private property.

This intersection might be a good place to test rapid-flashing beacons, he stated. Those signals would draw attention to carts that were waiting and could be effective when combined with a public education program.

Hayes suggested placing "all-way stop" signs at those intersections, both on the road and on the path. Becker said many people simply did not know who should go first, and Miller admitted it was a lot to watch. Dispersing the cart traffic out of the school was the best solution. Bartal said maybe the school could extend the gravel path or change how the crossing guard directed traffic out of the school.

Miller said they needed to consider what would happen as the bridge/path project was built at SR 54. Ideally, there eventually would be paths on either side of the Parkway, with crossings away from the school. Hayes said they should not make the crossings too far away from the intersection because people would just cut across the Parkway. Bartal said a Stevens Entry crossing or another way out of the school would make a big difference. Hayes agreed and mentioned that a four-way stop at Interlochen might be an option.

Another solution might be a painted box, such as the bike boxes used in cities, Hayes suggested. It would be a reserved area for carts to cross the main roadway.

That would separate the negotiation of who goes when.

Wrice asked about the possibility of adding a stoplight. Miller said you had to go through the process of determining if a light was actually warranted, and he did not think this location would meet the warrants. A roundabout would be much more efficient. Both would require property acquisition and utility relocation.

Becker said it seemed obvious to her that the solution was to redirect the carts out of the school. Traffic was only a problem during the school year. Miller said there some projects in the Master Plan that would address this. He again mentioned the bridge project, saying the implications of that were not known yet. Right now, people had to make their way to the tunnel at McDonald's to cross, but the bridge would provide another option. He thought the goal should be to pull the carts as far away from the intersection as possible, which might take rerouting with a crossing farther from the intersection.

Schultz said he had written down nine solutions, but he wanted to focus on what could be done within a year. The signage for an all-way stop and the rapid-flashing beacon could be lower cost, quicker solutions. As an advisory group, TAG could go to City Council to suggest these escalating approaches to improve traffic flow, he remarked. Toronto agreed that this would be a good idea, as did Hayes, who supported a phased approach.

Becker said she would like to see a study of how many crossings there were during the school year as opposed to other times. However, Miller mentioned the presence of the crossing guard as a factor. Were there other similar intersections? Becker asked. Hayes said there were confusing cart/car intersections at Home Depot and at the side exit of The Avenue.

The flashing beacons might only apply to pedestrian crossings, Miller said after consulting State requirements.

Schultz asked if they had any cost estimates on the village marking signs, and Miller said he had not gotten around to it.

Schultz noted that time was running short. Wrice moved to table Old Agenda items 8E and 8F until the next meeting. Hayes seconded. Motion carried unanimously

E. Village marking signs (SPLOST Project) and site visits. Need cost and design to prioritize

F. Path signage- approach (no funding mechanism)

New Agenda Items

None

Member/Staff Topics

A. Upcoming TAG Meetings Dates

They discussed the upcoming meetings on May 26 and June 9. Hayes pointed out that May 26 was the day after Memorial Day, and Miller said he would not be present, but Hunter would. Toronto said she would attend virtually on June 9.

Becker had mentioned that she would like a contact list of the other TAG members. Schultz said that was fine with him but cautioned that TAG business should go to the TAG email. The members agreed that compiling a list of phone numbers was acceptable.

1. May 26, 2026

2. June 9, 2026

Adjourn

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

Martha Barksdale, Recording Secretary

Paul Schultz, Chairman