



# Transportation Advisory Group

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

---

## Meeting Agenda

June 9, 2026 | 6:30 PM

Convention & Visitor's Bureau, 191 McIntosh Trail

- 1. Call to Order**
- 2. Pledge of Allegiance**
- 3. 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- TBD
    4. ARC- Josh Hicks
    5. State of Georgia- Blake Hayes
- 4. Presentations**
- 5. Public Comment**
- 6. Agenda Changes**
- 7. Minutes**
  - A. May 26, 2026 TAG Minutes
- 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. Public Hearings**
- 11. Member/Staff Topics**
  - A. Upcoming TAG Meetings Dates
    1. June 23, 2026

This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

2. July 14, 2026

## **12. Adjourn**

It is the policy of the City of Peachtree City that all city-sponsored public meetings and events are accessible to people with disabilities and are in compliance with Title VI of the Civil Rights Act of 1964. If you need assistance in participating in this meeting or event due to a disability as defined under the ADA or need assistance per Title VI, please contact the City's Title VI and ADA Coordinator, Dr. Teaa Allston-Bing at (770) 632-4276 or e-mail [tallston-bing@peachtree-city.org](mailto:tallston-bing@peachtree-city.org) at least three (3) business days before the scheduled meeting or event to request an accommodation.

This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

This meeting will be held in Council Chambers at City Hall

**Transportation Advisory Group of Peachtree City**  
**Meeting Minutes**  
**Tuesday, May 26, 2026**  
**6:30 PM**

**Call to Order**

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday, May 26, 2026, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:36 p.m. Others present were Heidi Becker, Josh Hicks, Jesse Wrice, and Blake Hayes. Brian Bartal and ex-officio member Interim Assistant City Manager Jonathan Miller were absent, and Schultz reported that Amanda Toronto had resigned. Assistant Public Works Director DaMarcus Hunter and Street Supervisor Andrew Spencer 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**

The Fayette County Transportation Committee had not met since TAG's last meeting.

**2. Senoia- Brian Bartal**

Not present

**3. Tyrone - Amanda Toronto**

Not present

**4. ARC - Josh Hicks**

Hicks had nothing to report from the Atlanta Regional Commission (ARC).

**5. State of Georgia - Blake Hayes**

Hayes said this was probably his last update on the State for this year. The previous TAG meeting was on the final day the Governor could sign bills, and he did just that.

Two bills that he signed dealt with school zones, and Hayes remarked that it would be interesting to see how those got codified into law. His understanding was that if multiple laws were passed on the same subject, both were made law if they did not

conflict with each other.

House Bill (HB) 651 said radar enforcement pertained to motor vehicles only. Also, there was a 10 mph grace for local law enforcement. For instance, Peachtree City Police could not write tickets unless the vehicle was traveling more than 11 mph over the speed limit. However, State law enforcement could issue citations for speeds less than 10 mph over the limit. This bill said they could no longer do that. The bill also removed an exception that said local law enforcement could ignore the grace period in school zones or residential areas.

It also required flashing yellow warning lights in a school zone and called for a voter referendum in order for cameras to be placed in a school zone. If that referendum failed, there must be a three-year waiting period before bringing it up again. If a local authority violated a rule pertaining to the school zone cameras, including issuing a ticket wrongly, they were hit with a \$2,500 fine for the first offense, a \$5,000 fine for the second offense, and the loss of the ability to use the cameras for 12 months up the third offense.

Schultz asked if the cameras allowed for citations for 1 mph over, and Hayes said they had the same 10 mph grace. The fines and penalties would come into play if there were violations by law enforcement.

Georgia presumed that if the proceeds from fines were more than 35% of a police department's budget, the department was running a speed trap and could lose the ability to enforce with radar. Fines from speed cameras previously did not factor into that 35% limit, Hayes reported, but now they did.

Also dealing with school zones, HB 1161 required indicators of an individual vehicle's speed if school zone cameras were in use. Need must be demonstrated before a permit for the cameras would be issued. The bill also clarified that motorists were allowed to proceed to a safe spot when being pulled over and that fleeing from a law enforcement officer carried a 30-day jail sentence for every mile of the chase.

Hayes also explained an instance of HB 651 having a local impact. He said Peachtree City Council approved codifying some City Administrative Regulations (CARs) and City Administrative Manuals (CAMs) at its last Council meeting. This was done to make these policies more accessible to the public.

There were a couple of transportation-related things in these CARs and CAMs, Hayes mentioned, and he said he reached out to the City Attorney when he noticed it said you could not be on City park property when the park was closed. This posed a problem because most parks had paths running through them. Parks that did not have staff on hand were closed from dusk to dawn each day, so a strict reading would mean the paths through them were not accessible after dark. Hayes said he suggested an exception for thru traffic, and that change was made.

A change made by HB 651 regarded traffic calming in response to resident complaints. In its policies, Peachtree City had suggestions of how to handle resident complaints, and one was to designate an area as residential so they could do the more strict speed limit enforcement. Hayes suggested deleting that option since State law no longer allowed exceptions for speeding in residential areas.

The same City regulation said they would not erect stop signs solely to control speed and cited a study saying this was ineffective. Hayes said he provided a reference to the Manual on Uniform Traffic Control Devices, which was a Federal law that said not only should not you do that, but that it was against the law.

## **Presentations**

Becker wanted to talk about a golf cart-pickup truck collision along Peachtree Parkway South at Biltmore. The mother of the girl in the cart wanted the City to look at what could be done to improve safety there, and Becker suggested she bring it to TAG. The mother proposed creating an extension to allow carts, bikes, and pedestrians to cross Peachtree Parkway at the four-way stop at Robinson.

The group discussed the difficulty of seeing around the curve on the Parkway, and how that could be remedied. Hayes explained that the path was on the wrong side of the road, which meant cart drivers had to enter the neighborhood and cross the Parkway in one action. The City had looked at separating it and putting a path on the other side. TAG also mentioned the possibility of flashing warning signs advising of the crossing.

TAG discussed whether it should be a future agenda item. Schultz thought they needed information from the Police about the frequency of vehicle/cart accidents.

Becker also asked if they wanted to look at the age limit for driving a cart on a public thoroughfare. Maybe 15 was too young to be driving on or crossing a road. Hayes noted that Peachtree City had an exemption to allow 15-year-old cart drivers. Municipalities that began regulating carts after 2012 required a driver's license. Many people would not like it, but he thought giving up that exemption would be the way to go, if they wanted to raise the age limit.

Becker said she thought it would be worthy of discussion, and Hayes suggested they could do that when they did the annual ordinance update. Schultz said they would talk about safety and car/cart collisions at a future meeting. Intersection improvements was one of the action items they had adopted for TAG. In the fall, they would conduct the annual ordinance update.

## **Agenda Changes**

None

## **Minutes**

### **A. May 12, 2026**

Wrice moved to approve the May 12, 2026 meeting minutes. Becker seconded. Motion carried unanimously.

## **Old Agenda Items**

### **A. Requiring Motorized Cart Insurance**

A straw poll at the May 12 meeting showed TAG as evenly divided on the question of mandatory insurance for carts. Wrice had surveyed several insurance companies, and all recommended insurance if a cart was driven on a public road. Annual premiums ranged from \$57 to \$200. None of the companies established age restrictions for drivers, saying it was up to the local jurisdictions. He had also learned that insurance would still be in effect if someone took the cart to another state, as long as they did not stay longer than 90 days.

The Fayette County News had published an article on TAG's insurance discussion, and Becker had posted it on Facebook and asked Peachtree City residents for their thoughts. She tallied the responses, and 37 people said they would be in favor of requiring insurance, with 17 saying they did not, while two said any motorized vehicles on the paths should be insured.

Hayes had read a comment from someone whose friend had an accident and did not get reimbursed for damages because the other driver did not have insurance. That was a potential issue TAG had discussed, and Hayes said he reached out to her for more information, but she did not respond.

It would be interesting to learn if the majority of incidents on the paths were single cart incidents, such as running off the path and overturning, or collisions between two carts or between bikes and carts, Becker mused. She had searched through Facebook and found several incidents posted, including one where a teen was ejected. She said it seemed like accidents were becoming more prevalent. Hayes said that might be because the City now required that incidents on the paths be reported to the Police.

Becker asked if they should take a recommendation to Council? Schultz said Miller promised at the last meeting to get data from the Police, so his recommendation was to table it until they had that information. The incident with the teenager this week brought some clarity as to why they might consider recommending that insurance be required.

A former TAG member had said on the Facebook post that liability insurance for carts was optional in Peachtree City because of the pre-2012 exemption mentioned earlier. The State mandated cart insurance in other cities.

Hunter remarked that he was not sure how accurate Police data would be because

he was sure the Police were not contacted in the majority of incidents.

Schultz suggested tabling this discussion until they had some more data. He said he wanted Bartal to be present, as well.

Hayes moved to table Old Agenda item 8A--Requiring Motorized Cart Insurance, until TAG's next meeting. Hicks seconded. Motion carried unanimously.

## **B. Shared-Use Path Brochure Update**

Schultz said he was at Costco over the weekend and looked around at the bikes and scooters for sale. He showed photos of several types of vehicles, noting that they all were limited to speeds below 20 mph and would be allowed on the paths.

He had looked at the tri-fold brochure on the City website and had several suggested edits. The suggestions included changing language from "carts will stop for pedestrians" to "carts must stop for pedestrians." Schultz said he thought electric motorcycles should be added to the list of prohibited vehicles. They also discussed a dislike for the term "non-pedestrian" that was used in the brochure and decided to change it to "vehicles." TAG proposed several changes in grammar, as well.

Schultz said he thought the Communications Department did a good job on the brochure. TAG was given little notice to provide input, but Hayes said he was able to take his lunch hour and offer a few suggestions that were incorporated.

Becker wanted to mention alcohol on the paths, and Hayes pointed out that reckless or unsafe behavior was mentioned twice. They decided that one of those references could be changed to say that driving while impaired/driving under the influence, and having open containers, were banned.

Schultz said they could think about this some more and discuss it again at the next meeting.

Hayes then mentioned possible misunderstandings of the item that said carts must "yield to cars unless otherwise directed." He pointed out that a cart driver could incorrectly assume that meant being waved on to proceed by a driver on the road when the intent was direction by a Police Officer or a stop sign. Schultz suggested changing it to "unless officially directed by Police." Wrice wanted to break this into two parts, but space might be an issue in the brochure. Becker pointed out that they could get more space in the brochure by cutting the rule to avoid sudden stops, and the others agreed.

Becker wanted to include some additional safety items. Hayes pointed out that the audible signal requirement was duplicated. Should they include any rules regarding special events on the paths, such as 5K races, Becker asked, and Schultz said

there was an established permitting process for reserving path use.

Schultz again asked them to review their suggestions and be ready to discuss them at the next meeting. They could forward what they already had to Kevin Mras in the City's Communications Department and ask for a mock-up, Hayes suggested.

Becker again said she wanted special events mentioned because events on the path were common, and Schultz added that language.

Edits to consider included:

- Use of paths for special events (5Ks, walks) requires City approval
- Pedestrians (**walkers**, **joggers**, **runners**)
- "No reckless or unsafe behavior" mentioned twice- remove one and add "DUI/impaired driving and open container prohibited" (add under Safety First)
- When crossing over streets, cars must stop for pedestrians in crosswalks, carts must yield to cars, unless otherwise directed
- Vehicles must keep right and pass on left
- Vehicles, including cyclists, must yield to pedestrians.
- NOT ALLOWED ON PATHS should include Motorcycles, including electric motorcycles
- Change "otherwise" to officially in the Path Etiquette section

Time was running short, and Schultz said they would need to table the remaining agenda items. He reported that he had put ideas for 8C into a cascading list of priorities and costs that they could discuss in the future.

Hayes moved to table Old Agenda items 8B, 8C, 8D, and 8E until the next meeting. Wrice seconded. Motion carried unanimously.

Schultz again mentioned his cascading list for 8C, and Hayes noted that it could be presented to the City as a policy for actions that could be taken at dangerous intersections.

**C. 2026 Priorities List: Collector Road Four-Way Stop with Path Crossing**

Tabled

**D. Village Marking Signs (SPLOST project) and Site Visits. Need cost and design to prioritize**

Tabled

**E. Path Signage - Approach (no funding mechanism)**

Tabled

### **New Agenda Items**

None

### **Member/Staff Topics**

#### **Upcoming Meetings**

Hayes said he would not be present for the June 23 meeting. Everyone else said they believed they would be available for both the June 9 and 23 meetings.

#### **Path Signage**

Spencer reported that his team had created some mockups of path marker signs, and he wondered what TAG wanted. Hayes pointed out that it had not been a priority for TAG because there was no allocated funding. Spencer showed the sign designs his team had created with directions and a mile marker. Currently, many path markers were embedded in the paths, where they were easily destroyed, either by constant use or when the paths were resurfaced.

TAG discussed the design ideas, remarking that white would get dirty, but that they liked the other signs. Spencer said they would be reflective for night viewing. Hayes mentioned the signs would aid in calling for emergency help in addition to providing direction to drivers. Hunter noted that it would help his department with maintenance, too.

#### **HAWK Signal**

Hayes mentioned that a yellow light on the HAWK crossing on Peachtree Parkway was burned out, and Hunter said they would check on it.

#### **Upcoming Intersection Discussion**

Becker said she would tell people that TAG was planning to discuss unsafe intersections and car/cart collisions. Schultz hoped they could have data from the Police before the next meeting.

**A. June 9, 2026**

**B. June 23, 2026**

### **Adjourn**

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

---

Martha Barksdale, Recording Secretary

---

Paul Schultz, Chairman