



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 23, 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 Based on Publicly Available Information
 1. Fayette County Transportation Committee- Heidi Becker and Jesse Wrice
 2. ARC- Josh Hicks
4. **Presentations**
5. **Agenda Changes**
6. **Minutes**
 - A. June 2, 2026
7. **Old Agenda Items**
 - A. Requiring Motorized Cart Insurance and Implementation of an Insurance Tracking System
 - B. Requiring a Driving Permit or License for all Cart Drivers.
 - C. Village marking signs (SPLOST project) and site visits. Need cost and design to prioritize
 - D. Path signage- approach (no funding mechanism)
8. **New Agenda Items**
 - A. Police reports for cart-related collisions
 - B. Path System Integration with Surrounding Communities and Reciprocity
9. **Member/Staff Topics**
 - A. Upcoming TAG Meetings Dates
 1. July 14, 2026
 2. July 28, 2026
10. **Adjourn**

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

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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, June 9, 2026
6:30 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday, June 9, 2026, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:33 p.m. Other members present were Josh Hicks, Jesse Wrice, and Blake Hayes, along with ex-officio member Interim Assistant City Manager Jonathan Miller. Brian Bartal and Heidi Becker were absent. Assistant Public Works Director DaMarcus Hunter and Street Supervisor Andrew Spencer also attended.

Pledge of Allegiance

Announcements

A. Updates on Local Transportation From Other Municipalities

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

The Fayette County Transportation Committee cancelled their meeting this month, Wrice reported.

2. Senoia- Brian Bartal

Absent

3. Tyrone- TBD

Hayes volunteered to report on Tyrone's transportation issues.

4. ARC- Josh Hicks

Hicks said the Atlanta Regional Commission (ARC)'s Technical Coordinating Committee was considering how to allocate resources in light of the financial constraints they were facing. Out of 21 votes, only three members thought road widening should be a future priority. Transit and multi-modal options got support, with the ARC representatives saying these should be prioritized before adding roadway capacity. Maintaining existing roadways was also deemed a priority. Also, Fayette County was flagged for missing a deadline on submitting the Comprehensive Transportation Plan map packages, Hicks reported.

The ARC was embarking on a \$3.5 million study for South Metro that could result in 4,000 miles of regional footpaths and trails at a cost of \$4 billion, he continued. The

longest trail would be the Flint River Corridor Trail from the south side of the Airport into Spalding County. Hicks noted that it would run near Brooks in south Fayette. The trail would be a half-mile corridor, so there would be parks and other areas alongside it.

The ARC was also looking at self-driving buses, too, he said.

A resident in attendance asked if the ARC's report was accessible to the public, and Hicks told him the information could be found on the ARC website.

5. State of Georgia- Blake Hayes

The General Assembly had adjourned for now.

Presentations

None

Public Comment

Eight residents were in attendance at the meeting.

Cary Cook said he had been seeing a lot about path connectivity, such as from Fayette Forward, and he did not believe it would be a good idea. More carts meant more wear-and-tear on Peachtree City's paths, he said. He also mentioned that he felt the paths had become more dangerous. Cook believed connectivity would make houses along the green spaces more vulnerable to burglaries.

Several other people said they agreed. David Kettelhut of Battery Way remarked that the cart path was like an interstate near his house. He objected to packs of kids riding illegal vehicles. He also was against connectivity, saying Peachtree City residents would be the ones to pay for the maintenance of the paths. He mentioned the young age of the kids he saw on electric motorcycles and noted that they did not have to be registered.

Schultz stated that electric motorcycles were prohibited, and enforcement was the issue. Kettelhut said he saw many carts without registration stickers, too. He also mentioned that Code Enforcement had told him they could not catch the larger, faster carts.

Miller clarified that Code Enforcement were not sworn Police Officers and were not allowed to pull anyone over. Several people in attendance questioned their usefulness, and Miller explained that their presence on the paths was to serve as a deterrent and that they could talk to violators but not pursue them. It was very expensive to hire, equip and train new Police Officers, Miller stated, so this summer, the school resource officers were being used on the paths. Miller also mentioned that parents needed to take responsibility for their children.

The citizens mentioned taking photos of violators on the paths and sending them to the Police. Hayes said the officers would have to get a warrant if they did not witness the violation

themselves.

Another resident said his family moved to Peachtree City about a year ago, and they loved the convenience the paths afforded. He suggested a path connecting Robinson Road and the Publix shopping center on SR 54, saying he was sure this had come up in the past.

Schultz told him that the connection had been in the Path Master Plan for years. Miller said this project had started and stopped repeatedly due to costs and other obstacles. Eventually, there would be a bridge spanning SR 54 towards McIntosh High, and this path would become critical. Miller recalled that the cost had been estimated at more than \$5 million in the past and would be higher now.

Kettelhut wondered if the shopping center businesses would be willing to donate money for this path, and Miller said some businesses did not want path connections. He added that something would be done there, but what it would be was not clear yet.

A resident of the Flat Creek Road area said speeding carts were a menace. She was concerned about how much taxes would go up if costs for path maintenance increased due to increased use.

Another citizen mentioned raising the ages for kids to drive golf carts without an adult, saying she knew it would not be popular. Hayes remarked that he also saw many adults breaking the regulations. The resident agreed, but said it seemed to be mostly kids who were driving recklessly.

Cook thought people should have to watch a safety video when they registered their carts. Another resident said it should be mandatory that they attend a class, and she also was concerned about young ages of the kids she saw on electric vehicles. Hayes pointed out that state law did not allow a city to implement licensing requirements, such as a video. The State also said that there were no age limits to operate Class 1 or 2 e-bike. Changes to these laws would have to go to the State Legislature.

Another resident agreed that parents needed to be held accountable for their kids' behavior on the paths. Hayes again explained that most traffic laws were uniform throughout the state. Another resident said he was sure there was statewide interest in regulating e-bikes.

Schultz encouraged everyone to make their opinions known to the County as they developed their Transportation Plan. Hayes then pointed out that the citizens could go to City Council and ask them to request legislation to help with their issues.

Another resident was concerned about the impact on wildlife from clear-cutting on SR 74. She said she did not trust the ARC, and she wanted Peachtree City to protect its animals.

Agenda Changes

None

Minutes

A. May 26, 2026 TAG Minutes

Hayes moved to approve the May 26, 2026 TAG meeting minutes. Wrice seconded. Motion carried unanimously.

Old Agenda Items

A. Requiring Motorized Cart Insurance

Schultz said he would prefer to delay a recommendation on this until all the members could be present. Wrice, Hayes, and Hicks agreed. Hayes mentioned an accident he had heard of in Barnesville in which the driver had to be airlifted to a trauma center.

Wrice moved to table discussion of an insurance requirement until the next meeting. Hicks seconded. Motion carried unanimously.

B. Shared-use Path Brochure Update

Public Communications Director Vivian Lett had updated the brochure with the suggestions TAG had developed. The changes included specifying that unless there was official direction, carts must yield to cars. The word “non-pedestrians” was changed to “vehicles.” It was specified that vehicles must yield to pedestrians, which included a mention of audible signals when passing. Another addition warned that it was illegal to drive while impaired or with an open container.

Schultz noted that the list of permitted path uses was updated, and a notation that City approval was required to use the paths for special events was added. Electric motorcycles were added to the list of prohibited vehicles.

All of TAG’s suggested changes had been made, and Schultz said he felt the brochure was in good shape. He asked Miller to ask the Communications Department to make those changes permanent. He acknowledged that Lett had said staff would make the final decisions, but said TAG was welcome to suggest changes. Miller said he saw no reason why staff would not approve the edits.

Cook asked if pedestrians should walk facing oncoming traffic or with the traffic flow? TAG had updated the ordinance to say that pedestrians should walk on the left or the right, considering safety and path conditions, Schult said. Hayes pointed out that State law mandated pedestrians to keep left if they were on a two-lane roadway. Since the paths did not have lanes, this did not apply, and it would be up to the State Legislature to change it.

Wrice asked if staff would look at the changes and send it back to TAG, but Schultz said that this was the final version for now. They could open it up again in the future, but did not want to overburden staff with frequent changes. Wrice pointed out a punctuation

error, and Hayes suggested asking staff to proofread for grammatical errors.

Hayes moved to recommend the changes to the brochure be adopted by City staff with their final review for grammatical and style consistency. Hicks seconded. Motion carried unanimously.

Cook again asked about where pedestrians should walk, and Schultz said the ordinance said either side. It was implied that vehicles should drive on the right and pass on the left, but that did not apply to pedestrians.

Another citizen asked about a statement that said adults could be held responsible for children driving carts unsafely or unlawfully. He thought it should apply to minors driving anything, not just carts.

Schultz said he was sure they would open this up again, and that was something they could consider. Miller wondered if there was a link to the ordinance in the brochure. Hayes said the ordinance said adults could be held responsible for the violations of a minor who was driving any type of vehicle. However, the citizens pointed out that most parents would not be aware of the ordinance. Schultz assured them TAG would revisit this.

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

After discussion on collector roads with four-way stops and path crossings at an earlier meeting, Schultz created an escalating list of methods that could be used to improve safety, ranging from the simplest, and most likely cheapest, method to most difficult and expensive.

Hayes said it might be useful to give examples of what they were talking about. For instance, Peachtree Parkway/Walt Banks Road was a four-way stop with three cart crossings next to it. He mentioned that the City had promoted the practice that cars always had the right-of-way over carts. That was true at most crossings but could lead to backups in cart traffic at this intersection. Here, drivers of all vehicles needed to take turns.

Hicks suggested adding refuge islands so carts could cross one lane at a time. Hayes said that did exist on MacDuff. Miller mentioned the large six-seater carts would require widening the roadway. Hayes said some roads were wide enough that carts could wait in the middle, and the City could put up signs advising them of that.

Schultz said he often did this when crossing Peachtree Parkway to come to TAG meetings. Hayes mentioned that stop signs were in the median there, and Miller said they should be in all medians where these crossings occurred. A yield sign would also be allowed, Hayes

noted.

Schultz said a refuge island's cost would fall about mid-way in their cascading list, and TAG agreed. Miller said the cost would go up if a grade change was required.

Wrice mentioned the turning order protocol when there were six vehicles at the Parkway/Walt Banks intersection. Miller said people had a hard time keeping track of who had the right-of-way, and most car drivers just did the safe thing by waiting until there were no cars, which caused back-ups.

Because Hayes was the one who first proposed this list, Schultz asked him how he thought they should proceed. Did they want to pick intersections and recommend a method or turn it over to staff and ask them to do what they could?

Hayes said he thought they could do both. TAG could make a recommendation that City Council adopt a policy of how to address these intersections, and this list was TAG's recommendation of how to start. He noted they had just put a traffic-calming policy into the ordinance, and this would be similar. The second piece would be for TAG to identify intersections and recommend a solution.

Miller said there should be a series of warrants to go through. Would the only warrant be an all way stop with path crossing? He said the first items on the list were relatively inexpensive fixes. The more data they had on an intersection, the more aggressive the fix could be. Miller asked if TAG would come up with the warrants, and Hayes said they could.

Miller said he had thought TAG was just going to select intersections and offer solutions. He did not know they were creating a policy.

Hayes offered to bring back an idea for a policy at a future meeting and get feedback. If TAG hated it, they could kill it there. Schultz said he was fine with that, as did Hicks.

Wrice asked whether they needed police data on crashes, and Miller said he had thought they would pick out intersections and request that data, then discuss solutions.

Hayes said he agreed with that, and they did not have to create a policy to send to Council. He just did not see how TAG would be able to choose an option to recommend after they had picked an intersection.

The City often moved paths away from intersections to improve functionality, and Miller said he did not see a need to have a policy to justify it if it was feasible. Why wait and go through a range of policies, if they had the money and capability to fix it? The paths were funded through the Special Purpose Local Option Sales Tax (SPLOST), Miller remarked, so the money was there. He would be fine with TAG making a recommendation and them proceeding with the project.

Hayes said he believed they could do both. Wrice said they could pick out the top three,

choose recommendations and turn it over to Council.

Schultz said this escalating list would be methods they could choose from, and TAG could pick out intersections and recommend a method.

Hicks pointed out that this list would be a useful resource for future TAG members, and Hayes noted that there might be future four-way stops.

Schultz asked Hayes to create a policy and TAG could discuss it and come back with recommendations for specific intersections. With PD data, Wrice added, and Schultz agreed. Hayes mentioned there could be an ongoing agenda topic to identify these intersections.

This is the final list:

No.	Method	Issues	Note
1.	Adding "All Way" to stop signs	Auto drivers understand application to carts?	All Way specified by MUTCD
2.	Painted box for carts		
3.	Rapid flashing beacons	Apply to carts?	
4.	Crossing Guard	Handles during peak periods	School-supported
5.	Merge/bend path into intersection	Intermingling of carts and automobiles	
6.	Adding Four-Way Stop at a nearby intersection		Stevens Entry-Interlochen-Peachtree Parkway
7.	Add Refuge Island partway through the crossing	Limited space	Add cart stop or yield sign in refuge island
8.	Signalization	May not be warranted	
9.	Alternate Path/Move path crossings away from intersections		
10.	Constructing a roundabout	Intermingling of carts and automobiles	

D. Village marking signs (SPLOST project) and site visits. Need cost and design to prioritize

Hayes moved to table Old Agenda items D and E to the next meeting. Hicks seconded. Motion carried unanimously.

E. Path signage — approach (no funding mechanism)

New Agenda Items

None

Public Hearings

None

Member/Staff Topics

A. Upcoming TAG Meetings Dates

1. Upcoming TAG Meetings

The next meetings would be June 23 and July 14. Hayes said he would not be present on June 23.

2. Path Marking Signs

Spencer displayed one of the old path marking symbols that were embedded in the paths. He said they came off very easily through normal use and had to be replaced when the paths were repaved.

Using the designs that TAG had liked, Spencer and his team developed two path marker signs that were retro-reflective and of a standard street sign material. Miller said they would like to start using them immediately as the paths were paved. They would use the standard posts, Spencer remarked, and reuse posts that were pulled up when replacing street signs.

A citizen asked if the path markers would coordinate with the Navigate PTC app, and Miller said the path IDs were used on both. The citizen asked about adding QR codes to the signs, but Miller said the cost would be prohibitive. They wanted to choose a design that they could maintain.

TAG told Miller they like this design, especially the option with the green highlights. Miller said they would start using the signs immediately.

Hayes said the City had some custom crossing signs that depicted a cart with “no left turn” or “no right turn” on them. He thought they could look at areas where paths crossed roads illegally and put up some signs there.

3. Staff Representatives to TAG

Miller noted that his job responsibilities had increased recently, and he would not be attending TAG meetings regularly for the near future, turning over his TAG duties to Hunter and Spencer.

1. June 23, 2026

2. July 14, 2026

Adjourn

There being no further business, Hayes moved to adjourn at 7:54 p.m. Hicks seconded. Motion carried unanimously.

Martha Barksdale, Recording Secretary

Paul Schultz, Chairman

Date	Time	Location	Injuries	UnitNumber	DriverPassenger	Age	Make	UnitFactors	Injury	Ejection	Transport
2/5/2026	16:38:00	HUDDLESTON RD near FULTON CT	1	1	Driver	32	YAMAHA	Failed to Yield;Disregard Stop Sign/Signal	Suspected Serious Injury (A)	Partially Ejected	Yes
2/5/2026	16:38:00	HUDDLESTON RD near FULTON CT	1	2	Driver	15	BUICK	Other Unit Contributed to Crash	No Apparent Injury (O)	Not Ejected	No
2/5/2026	16:38:00	HUDDLESTON RD near FULTON CT	1	2	Passenger	57	BUICK	Other Unit Contributed to Crash	No Apparent Injury (O)	Trapped	No
2/19/2026	8:10:00	WYNNMEADE PKWY near KINGS RIDGE DR	0	1	Driver	19	EZGO	Misjudged Clearance;Other Exterior Distraction (Distracted)	No Apparent Injury (O)	Not Ejected	No
2/19/2026	8:10:00	WYNNMEADE PKWY near KINGS RIDGE DR	0	2	Driver	41	TOYOTA	Other Unit Contributed to Crash			
2/18/2026	17:50:00	MUP VILLAGE PARK DR at PARK AVE	1	1	Driver	15	EZGO	Too Fast For Conditions	No Apparent Injury (O)	Not Ejected	No
2/18/2026	17:50:00	MUP VILLAGE PARK DR at PARK AVE	1	1	Passenger	14	EZGO	Too Fast For Conditions	No Apparent Injury (O)	Trapped	No
3/2/2026	18:20:00	CROSSTOWN DR at CROSTOWN CT	0	1	Driver	15	CLUB CAR	Following too Close	No Apparent Injury (O)	Not Ejected	No
3/2/2026	18:20:00	CROSSTOWN DR at CROSTOWN CT	0	1	Passenger		CLUB CAR	Following too Close	No Apparent Injury (O)	Trapped	No
3/2/2026	18:20:00	CROSSTOWN DR at CROSTOWN CT	0	2	Driver	0	YAMAHA	Improper Backing	No Apparent Injury (O)	Not Ejected	No
3/2/2026	18:20:00	CROSSTOWN DR at CROSTOWN CT	0	2	Passenger		YAMAHA	Improper Backing	No Apparent Injury (O)	Trapped	No
3/12/2026	16:21:00	MUP PEACHTREE PKWY at MUP CROSSTOWN DR	0	1	Driver	14	ATLAS	Misjudged Clearance	No Apparent Injury (O)	Not Ejected	No
3/12/2026	16:21:00	MUP PEACHTREE PKWY at MUP CROSSTOWN DR	0	1	Passenger	14	ATLAS	Misjudged Clearance	No Apparent Injury (O)	Trapped	No
3/12/2026	16:21:00	MUP PEACHTREE PKWY at MUP CROSSTOWN DR	0	2	Driver	45	CLUB CAR	Other Unit Contributed to Crash	No Apparent Injury (O)	Not Ejected	No
3/12/2026	16:21:00	MUP PEACHTREE PKWY at MUP CROSSTOWN DR	0	2	Passenger	11	CLUB CAR	Other Unit Contributed to Crash	No Apparent Injury (O)	Trapped	No
3/11/2026	14:57:00	LEXINGTON CIR at HWY 54	2	1	Driver	59	HYUNDAI	Failed to Yield	Possible Injury or Complaint (C)	Not Ejected	No
3/11/2026	14:57:00	LEXINGTON CIR at HWY 54	2	2	Driver	32	E-Z-GO	Other Unit Contributed to Crash	Suspected Minor or Visible Injury (B)	Totally Ejected	Yes
3/12/2026	18:51:00	MUP WALT BANKS RD near PEACHTREE PKWY	0	1	Driver	14	VOLT	Failed to Yield	No Apparent Injury (O)	Not Ejected	No
3/12/2026	18:51:00	MUP WALT BANKS RD near PEACHTREE PKWY	0	2	Driver	16	EZ GO	Other Unit Contributed to Crash	No Apparent Injury (O)	Not Ejected	No
3/19/2026	18:15:00	MUP PEACHTREE PKWY near INTERLOCHEN	0	1	Driver	15	EZ GO	Failed to Yield	No Apparent Injury (O)	Not Ejected	No
3/19/2026	18:15:00	MUP PEACHTREE PKWY near INTERLOCHEN	0	2	Driver	16	EVOLUTION	Other Unit Contributed to Crash	No Apparent Injury (O)	Not Ejected	No
3/24/2026	20:46:00	MUP HIGHWAY 54 near WILLOWBEND ROAD	0	1	Driver	18	EVOLUTION	Other - Details in Narrative	No Apparent Injury (O)	Not Ejected	No
3/11/2026	21:45:00	MUP 106 WINDBREAK PATH at BLUEGRASS TRL	1	1	Driver	71	CLUB CAR	Under the Influence (U.I.);Too Fast For Conditions	No Apparent Injury (O)	Totally Ejected	No
3/11/2026	21:45:00	MUP 106 WINDBREAK PATH at BLUEGRASS TRL	1	1	Passenger	73	CLUB CAR	Under the Influence (U.I.);Too Fast For Conditions	Suspected Serious Injury (A)	Trapped	Yes
3/23/2026	19:00:00	GOLF CART PATH at CENTINNIAL DR	0	1	Driver	14	YAMAHA	Other - Details in Narrative	No Apparent Injury (O)	Not Ejected	No
4/10/2026	16:35:00	HUDDLESTON RD near FULTON CT	0	1	Driver	74	EZGO	Failed to Yield	No Apparent Injury (O)	Not Ejected	No
4/10/2026	16:35:00	HUDDLESTON RD near FULTON CT	0	1	Passenger	74	EZGO	Failed to Yield	No Apparent Injury (O)	Trapped	No
4/10/2026	16:35:00	HUDDLESTON RD near FULTON CT	0	2	Driver	19	SATURN	Other Unit Contributed to Crash	No Apparent Injury (O)	Not Ejected	No
4/10/2026	16:35:00	HUDDLESTON RD near FULTON CT	0	2	Passenger	19	SATURN	Other Unit Contributed to Crash	No Apparent Injury (O)	Trapped	No
4/15/2026	16:00:00	SMOKERISE TRCE near LOYD RD	0	1	Driver	22	ICON	Reaction to Object or Animal;Other - Details in Narrative	No Apparent Injury (O)	Not Ejected	No
4/22/2026	16:35:00	MUP WALT BANKS RD near PEACHTREE PKWY	0	1	Driver	33	RIVIAN	Failed to Yield	No Apparent Injury (O)	Not Ejected	No
4/22/2026	16:35:00	MUP WALT BANKS RD near PEACHTREE PKWY	0	2	Driver	18	EZGO	Other Unit Contributed to Crash	No Apparent Injury (O)	Not Ejected	No
4/26/2026	17:00:00	N FAIRFIELD DRIVE near S FAIRFIELD DR	0	1	Driver	48	EZ GO	Misjudged Clearance;Texting (Distracted)	No Apparent Injury (O)	Not Ejected	No
4/26/2026	17:00:00	N FAIRFIELD DRIVE near S FAIRFIELD DR	0	2	Driver		RAM	Other Unit Contributed to Crash			
4/25/2026	19:15:00	MUP BRIGHTON PATH near 202 BRIGHTON PATH	0	1	Driver	15	STAR	Reaction to Object or Animal	No Apparent Injury (O)	Not Ejected	No
4/29/2026	8:30:00	HIDDEN SPRINGS LN near SMOKERISE PT	1	1	Driver	15	BINTELLI	Changed Lanes Improperly;Inattentive or Other Distraction (Distracted);Other Interior Distraction (Dist	No Apparent Injury (O)	Not Ejected	No
4/29/2026	8:30:00	HIDDEN SPRINGS LN near SMOKERISE PT	1	1	Passenger	15	BINTELLI	Changed Lanes Improperly;Inattentive or Other Distraction (Distracted);Other Interior Distraction (Dist	Suspected Minor or Visible Injury (B)	Trapped	No
5/9/2026	0:35:00	GALLERY PLACE near SOUTHERN SHORE DRIVE	1	1	Driver	45	ICON	Driver Condition	No Apparent Injury (O)	Not Ejected	No
5/9/2026	0:35:00	GALLERY PLACE near SOUTHERN SHORE DRIVE	1	1	Passenger	23	ICON	Driver Condition	Possible Injury or Complaint (C)	Trapped	No
5/9/2026	0:35:00	GALLERY PLACE near SOUTHERN SHORE DRIVE	1	2	Driver		TESLA	Other Unit Contributed to Crash			
5/12/2026	8:21:00	PEACHTREE PARKWAY at ROBINSON RD	1	2	Driver	50	EZ GO	Other Unit Contributed to Crash	No Apparent Injury (O)	Not Ejected	No
5/15/2026	18:25:00	BREALINN REC	1	1	Driver	16	BICYCLE	Wrong Side of Road	Suspected Minor or Visible Injury (B)	Totally Ejected	No
5/15/2026	18:25:00	BREALINN REC	1	2	Driver	77	EVOLUTION	Wrong Side of Road			
5/14/2026	10:00:00	MUP 607 KIMZEY CT at KIMZEY CT	0	1	Driver	18	EZ GO	Changed Lanes Improperly	No Apparent Injury (O)	Not Ejected	No

5/17/2026	13:39:00	MUP BRIDGE HWY 54 at WYNNMEADE PKWY	0	1 Driver	20 STAR; GOLF	Misjudged Clearance	No Apparent Injury (O)	Not Ejected	No
5/17/2026	13:39:00	MUP BRIDGE HWY 54 at WYNNMEADE PKWY	0	2 Driver	46 ICON; GOLF	Non-Operator Contributing Factor	No Apparent Injury (O)	Not Ejected	No
5/23/2026	19:10:00	2228 HWY 54 HWY 54	0	1 Driver	13 EZ-GO	Improper Backing	No Apparent Injury (O)	Not Ejected	No
5/23/2026	19:10:00	2228 HWY 54 HWY 54	0	2 Driver	34 RAM	Other Unit Contributed to Crash	No Apparent Injury (O)	Not Ejected	No
5/23/2026	19:10:00	2228 HWY 54 HWY 54	0	2 Passenger	55 RAM	Other Unit Contributed to Crash	No Apparent Injury (O)	Trapped	No
5/26/2026	15:10:00	GATEHOUSE DR at MACDUFF PKWY	0	1 Driver	15 YAMAHA	Failed to Yield	No Apparent Injury (O)	Not Ejected	No
5/26/2026	15:10:00	GATEHOUSE DR at MACDUFF PKWY	0	1 Passenger	52 YAMAHA	Failed to Yield	No Apparent Injury (O)	Trapped	No
5/26/2026	15:10:00	GATEHOUSE DR at MACDUFF PKWY	0	2 Driver	75 FORD FUSIO	Other Unit Contributed to Crash	No Apparent Injury (O)	Not Ejected	No
5/23/2026	15:53:00	STEVENS ENTRY at MORGANS TURN	3	1 Driver	15 E Z GO	Reckless Driving	Suspected Minor or Visible Injury (B)	Partially Ejected	Yes
5/23/2026	15:53:00	STEVENS ENTRY at MORGANS TURN	3	1 Passenger	14 E Z GO	Reckless Driving	Possible Injury or Complaint (C)	Trapped	No
6/6/2026	9:28:00	MUP HIGHGREEN RIDGE near MUP CREEKSTONE BEND	0	1 Driver	17 YAMAHA	Other - Details in Narrative	No Apparent Injury (O)	Not Ejected	No
6/11/2026	18:10:00	MULTI USE PATH at PRESTON CHASE DRIVE	0	1 Driver	44 CLUB CAR	Under the Influence (U.I.);Wrong Side of Road	No Apparent Injury (O)	Not Ejected	No
6/12/2026	14:28:00	MUP WINDGATE RD at PEACHTREE PKWY	0	1 Driver	15 CLUB CAR	Other - Details in Narrative	No Apparent Injury (O)	Not Ejected	No
6/12/2026	14:28:00	MUP WINDGATE RD at PEACHTREE PKWY	0	1 Passenger	15 CLUB CAR	Other - Details in Narrative	No Apparent Injury (O)	Trapped	No