



Transportation Advisory Group

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

Meeting Agenda

July 14, 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/Organizations based on Publicly Available Information
 1. Fayette County Transportation Committee - Heidi Becker and Jesse Wrice
 2. Fayette Forward- Heidi Becker
 3. Tyrone- Blake Hayes
 4. ARC- Josh Hicks
4. **Presentations**
5. **Public Comment**
6. **Agenda Changes**
7. **Minutes**
 - A. June 23, 2026
8. **Old Agenda Items**
 - A. Requiring Motorized Cart Insurance: Review Josh Hick's slides on PD statistics
 - B. Requiring a learner's permit for 15-year-old cart drivers to be included in recommended ordinance updates
 - C. Intersection treatments and policy recommendations- Blake Hayes
 - D. Path system integration with surrounding communities and reciprocity- continue discussion
 - E. Village marking signs (SPLOST project) - site visits.
9. **New Agenda Items**
 - A. Navigate PTC App Improvements
10. **Public Hearings**
11. **Member/Staff Topics**
 - A. Upcoming TAG Meetings Dates

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

1. July 28, 2026
2. August 11, 2026

12. Adjourn

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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 23, 2026
6:30 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for a regular meeting on Tuesday, June 23, 2026, at the Peachtree City Welcome Center. Chairman Paul Schultz called the meeting to order at 6:30 p.m. Other members present were Josh Hicks, Jesse Wrice, and Heidi Becker. Blake Hayes was absent. Assistant Public Works Director DaMarcus Hunter and Street Supervisor Andrew Spencer also were present.

Pledge of Allegiance

Announcements

A. Updates on Local Transportation from other Municipalities Based on Publicly Available Information

There were no reports from the municipalities, the Atlanta Regional Commission (ARC) or the County Transportation Committee. Schultz mentioned that several citizens had asked for copies of Hicks' report on the ARC at the last meeting, and Hunter said he would make sure links to that information were distributed. Schultz noted that this information was available through the ARC website.

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

2. ARC- Josh Hicks

Presentations

Agenda Changes

Becker moved to amend the meeting agenda to include public comments. Wrice seconded. Motion carried unanimously.

Minutes

A. June 9, 2026

Wrice moved to approve the June 9, 2026 meeting minutes. Becker seconded. Motion carried unanimously.

Public Comments

Several citizens were present, including Linda Ellis, Rick and Brenda Walton, Barbara Skipper, and Roxanna Sherrill. They commented on areas of concern ranging from electric bikes and motorcycles on the paths to dangerous crossings. Ellis had a video on her phone of her and Councilwoman Suzanne Brown following two teens driving recklessly near Braelinn Road.

Becker agreed this was a common occurrence and told Ellis that TAG had no authority to enforce laws. Schultz said all citizens could do was call the Police when they saw something like that. He mentioned that school resource officers were being used to patrol the paths this summer. Becker noted that the last quarterly report presented to Council showed 59 citations from issues on the paths.

Ellis asked what type of vehicles were allowed on the paths, and Schultz explained about what classes of e-bikes were allowed and said eMotos were not allowed.

Another citizen mentioned the danger of carts crossing the roads at unauthorized points. The citizens agreed that parents should be held responsible for their child's behavior.

Someone else mentioned a dangerous section of path behind the Church of Jesus Christ of Latter-day Saints (LDS) on Peachtree Parkway at SR 54. Hunter said they would investigate.

Old Agenda Items

A. Requiring Motorized Cart Insurance and Implementation of an Insurance Tracking System

TAG had asked the Police for collision data on the paths for the past six months, and Schultz counted 28 incidents, some involving other vehicles and others that involved just one cart. Hunter pointed out that these were only accidents that were reported.

The thinking behind obtaining this report was to see the frequency of incidents in which people might need insurance, Schultz remarked. Becker said it would be good to have these reports broken down into actual data.

One of the citizens present asked about the age limits for driving a cart on the paths. Schultz said you could drive without an adult at age 15 with a valid Georgia learner's permit.

Wrice wondered if they should ask the City Attorney if it was possible to require insurance or would they need to just leave it as "highly

recommended." Schultz said they could make the recommendation to Council, and Council would decide. State law required insurance, so it was within the purview of

Council to require it on the paths.

Hicks volunteered to comb through the data and pick out information including the locations, average age of the drivers, and causes of accidents. Becker said having knowledge of how many accidents would have been insurance claims would help them decide if an insurance requirement was needed. Schultz said he was sure there was damage in all of these because you did not get Police involved unless there were damage or injuries.

Becker asked if TAG had discussed the use and requirement of seat belts on carts. Schultz said there were no requirements, but low-speed vehicles (LSVs) did have to have them. The retaining arms on the sides of the seats served as safety equipment on the carts, he added.

Becker said seat belts might be a topic they wanted to address in the future, but Wrice remarked that older carts would have to be retrofitted. Becker said seat belts should be mentioned in the brochures, but Schultz again said seat belts were not standard from any manufacturer and not required on the paths.

Schultz noted that the incident reports did not indicate if anyone was cited.

Becker had asked about an insurance tracking system. Schultz said it was his opinion that it would be a huge burden on City staff to track insurance like the State did. He thought that if they did decide to recommend an insurance requirement, they also suggest that drivers carry proof of insurance with them, as they did in their cars.

Becker said she simply was wondering what impact an insurance requirement would have on City staff. Perhaps citizens could show proof when they registered their carts. She also mentioned that social media showed that some citizens were upset about the potential cost of insurance and threatened to sue the City if it was required. The citizens and TAG members all said they thought the cost was minimal.

Wrice moved to table Old Agenda item 7A in order for Hicks to compile data for a presentation at the next TAG meeting. Becker seconded. Motion carried unanimously.

Regarding insurance tracking, Schultz reminded TAG that an ordinance update would be needed if an insurance requirement was added, and, of course, they must first decide if insurance should be required before delving into how coverage could be proved.

B. Requiring a Driving Permit or License for all Cart Drivers.

The State had grandfathered in Peachtree City's cart regulations but other Georgia

cities that began allowing carts after 2012 had to follow State law which required driver's licenses for all cart operators. Several of the citizens present said they thought Peachtree City should have that requirement as well.

Becker said a recent cart/car collision involving a 15-year-old driver had prompted this discussion. This accident occurred as the cart was crossing Peachtree Parkway, and Becker observed that once you left a golf course, a cart was like any other motorized vehicle and maybe the law should reflect that.

Schultz read from the City Ordinance. It required cart drivers age 12 to 14 to have a parent, grandparent, or guardian present. No one under 12 could drive a cart.

Persons who were 15, but not 16, could drive a cart without an instructional permit if they had not had their permit suspended, but they must be accompanied in the front seat by someone who was 18 or older. If they had an instructional permit, they could drive without an adult and be accompanied by no more than three family members or one other person age 15 or older.

Becker pointed out that these drivers did not have to have a learner's permit, just that if they did, it not be suspended. She wanted discussion on whether they should be allowed on the streets. However, in the accident she referred to, the teen driver was crossing at a legal crossing. Becker wondered if 15-year-olds were mature enough to navigate crossing a major highway, like SR 54. She acknowledged that there would be a lot of pushback if they tried to change the requirements.

Several people mentioned that they often saw much younger children driving carts. Ellis said Code Enforcement did nothing to stop them, and another citizen correctly stated that Code Enforcement could not pull anyone over. They had to notify the Police. Schultz said they were there to provide a presence on the path, and they were cheaper than having a sworn law enforcement officer stationed there. Code Enforcement could, and did, talk to violators who had stopped, and Schultz said he was aware of cases where that had worked. He said he believed Code Enforcement could issue warnings and citations, and Becker read in the quarterly report that there were 474 Code Enforcement compliance interactions and 59 citations for violations.

Hunter again said Code Enforcement was doing what citizens also should be doing if they encountered a bad situation, which was to call the Police. One citizen said it seemed that the Police gave these calls a low priority.

Schultz asked the TAG members what they thought about requiring a license to drive a cart. He said his thought was that traffic on the paths had gotten denser with more micromobility vehicles. He thought an instructional permit should be required for all drivers at age 15 if they wanted to drive without an adult. Becker said that was a good compromise, and Wrice agreed.

Becker mentioned that it was illegal to talk on a cell phone while driving a cart and thought that should be specifically mentioned in the brochure. Schultz said he was taking notes for the fall brochure.

Schultz told TAG he would draft a memo regarding their recommendation for 15-year-old dr

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

They had come up with a list of priorities for the location of the village marking signs but did not have a cost or design. Schultz noted they had talked about making site visits to scout potential locations. They had seen mockups of designs. Money was allocated in the 2023 Special Purpose Local Option Sales Tax (SPLOST) for these signs, and the cost had been estimated at around \$20,000 each.

The citizens present asked what these signs were, and Schultz explained they would mark the boundaries of each village. The Communications Department had presented design ideas, and TAG had suggested locations, with two signs per village. Some of the signs could be double-faced with a different village marked on each side.

Becker mentioned a Peachtree City sign she had observed that seemed to be lost in the woods off SR 74 North. Hunter promised to take a look at it. Spencer said it was one of the older entrance signs, and Hunter said there had been talk of replacing those signs.

They discussed making site visits and decided to set a date and discuss it more at the next meeting. Schultz remarked that it would take all day if they visited all the suggestions, and Becker said maybe they should visit the sites that were the top priorities. According to their list, that would include Glenloch and Braelinn villages on McIntosh Trail; Glenloch and Aberdeen on Flat Creek Trail at Peachtree Parkway; the bridge over Lake Kedron; SR 74 at Aberdeen Parkway.

Schultz said he would send an email with some suggested dates, and they could check to see if they could use a City vehicle.

D. Path signage- approach (no funding mechanism)

Schultz noted that time was running short. Becker moved to table Old Agenda item 8D to a future meeting. Wrice seconded. Motion carried unanimously.

New Agenda Items

A. Police Reports for Cart-related Collisions

Hicks was going to bring a report on this back to the next meeting.

B. Path System Integration with Surrounding Communities and Reciprocity

Schultz said this was on the list of items TAG had agreed to discuss. He remarked that they already had some path connections to Tyrone and to Fayette County. Right now, citizens outside of Peachtree City had to pay more than \$200 for a permit to use Peachtree City's path network. Tyrone did not require that outsiders purchase a separate permit for their paths.

Schultz said a good analogy was that if you drove your car from Peachtree City to Fayetteville, you did not need a separate registration. His concern was that if Peachtree City did not require another registration, why would people want to live in Peachtree City when they could live in Tyrone, get a Tyrone registration, and use Peachtree City's paths.

He wondered if a quid pro quo would be to say that if Tyrone did not want to pay for the right to use Peachtree City's paths, they had to make progress and invest in their own path system. On the southside, he mentioned, the County had constructed a very good path to Starr's Mill High that connected to Peachtree City's network.

He said that was the idea, but, of course, it was hard to define progress. Becker noted that Fayette Forward was working on this connectivity of all the cities with a big public information campaign for a long-term 25-year plan. The situation with Tyrone was complicated, she remarked. Carts from Tyrone would need both Peachtree City and Tryone registrations and would need to follow Peachtree City ordinances when in Peachtree City, she remarked.

Schultz said he believed Fayette Forward was looking more towards multi-use path connectivity, while the ARC's plan for South Metro was more about trails for walking, running, and biking. Becker said that was correct.

The citizens asked if people using Peachtree City's paths would have to pay to maintain them, and Becker said she needed to get more information. Schultz said it was about how to engage with other cities in a mutually beneficial way. Wrice said the goal was to connect all Fayette's cities.

Ellis said the paths were special to Peachtree City, and she did not want to share them with the whole county. She said there was a petition against this that was now circulating.

It was not cart traffic that caused most of the need for maintenance on the paths, it was tree roots, Schultz remarked, and Hunter concurred. Schultz recalled that a traffic count done the previous year on cart traffic from Tyrone into Kedron Hills

showed only 26 carts a day on average. He said he did not see where that would be a problem.

Becker volunteered to be TAG's liaison to Fayette Forward. She said she did not think she had enough information to form an opinion on this plan right now.

They discussed the relatively short distances that carts could travel, saying that, and the slow speeds, would limit connectivity.

Perhaps they could invite Tyrone Mayor Eric Dial, the head of Fayette Forward, to address TAG, Becker suggested. The other TAG members agreed.

Member/Staff Topics

A. Upcoming TAG Meetings Dates

The next TAG meetings would be July 14 and 28, and the members agreed they would be present.

Other topics

Hunter noted that Peachtree City was far ahead of the other cities in terms of the path network. He said it would be great if these other areas would meet Peachtree City halfway, but it seemed they wanted Peachtree City to do all the work, then they would just attach to it.

Schultz said that is what he meant by reciprocity. He said if you lived in Kedron and wanted to take your cart to have dinner at a restaurant in Tyrone, you could not. But Tyrone residents could easily take a cart to anywhere in Peachtree City using Peachtree City's path network. He thought it should work both ways. He wanted people who lived in Wilshire to be able to take their carts to downtown Senoia. Then there would be regional connectivity, and everyone had an interest, not just Peachtree City. He said this existed already because kids on the south side of Peachtree City could take a path to Starr's Mill High in the County.

One of the citizens said she was interested in joining TAG, and Becker told her the applications were on the City website. The interviews would be starting soon, Schultz stated.

1. July 14, 2026

2. July 28, 2026

Adjourn

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

Martha Barksdale, Recording Secretary

Paul Schultz, Chairman