

TRAFFIC CALMING POLICY

Lower Allen Township
Cumberland County, Pennsylvania



Adopted February 2026

LOWER ALLEN TOWNSHIP

2233 Gettysburg Rd
Camp Hill, PA 17011

(717) 975-7575
www.latwp.org

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INTRODUCTION

Lower Allen Township seeks to address resident concerns related to traffic on Township streets and roadways in order to provide safer and more inviting environments and neighborhoods.

In 2023 and 2024, Lower Allen Township staff received multiple complaints from residents who expressed concerns about speeding and cut through traffic in their neighborhoods. While staff utilized available resources and methods to address the issues, it was noted that a formalized policy was needed to use as a basis for addressing concerns related to traffic on Township streets. In November 2024, the Lower Allen Township Board of Commissioners granted permission for Township staff to form a steering committee to create a Traffic Calming Policy for the Township. Through 2025, the Traffic Calming Steering Committee was formed and developed the policy within to evaluate the needs and concerns presented by Township residents. This policy was then presented and adopted by the Lower Allen Township Board of Commissioners in December 2025. The Committee members included one Township Commissioner, Township Manager, Public Works Director, Public Works Project Manager, Public Safety Director, Police Captain, a representative from the West Shore School District, a representative from the Pennsylvania Department of Transportation (PennDOT), a representative from PennDOT's Local Technical Assistance Program (LTAP), and three residents who were selected based on their responses from an invite sent to residents to participate as a member of the Committee.

This policy was developed following PennDOT's LTAP and Publication 13, Design Manual 2: Contextual Roadway Design, and does not apply to privately owned streets and roadways, nor streets and roadways owned by the Commonwealth of Pennsylvania.



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PURPOSE AND GOALS

Lower Allen Township's Traffic Calming Policy establishes guidelines and standards when addressing residents' concerns regarding traffic issues throughout the Township. The Traffic Calming Policy is based on the following goals:

- Create and maintain roadways and right-of-ways that are safe and inviting for all road users
- Increase the safety of the local road network
- Reduce the negative effects of motor vehicles on the environment and residents living on Township roadways.
- Increase the quality of life in the Township

DEFINITIONS

"85th Percentile Speed" shall mean that speed at which 85% of the free-flowing vehicles are traveling at or below.

"Study Area" shall consist of all properties that will be affected by the installation of traffic calming. It shall include the properties located directly along the roads with traffic calming, as well as the nearby neighborhood roads that may be impacted by the traffic calming because either those residents must drive through the traffic calmed area, or because the traffic calming measures may cause a diversion of traffic to other nearby neighborhood roads. The boundaries will be determined by the Township Traffic Calming Advisory Committee.

"Property Owner" shall mean the person(s) or agency that possess title to a parcel of land, as determined by the Township. Renters or residents other than the property owner are not included in this definition.

"Cut Through Traffic" shall mean non-local vehicular traffic using neighborhood streets as a short-cut to other areas, or to by-pass an alternate route on a nearby high order street(s).



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"Traffic Calming" shall mean the combination of mainly physical features that reduce the negative effects of motor vehicle traffic use, alter driver behavior, and/or improve conditions for non-motorized street users. Traffic calming features are not traffic control devices, but rather physical parts of a roadway's design characteristics. Specific traffic calming measures are described in Publication 13, Design Manual 2: Contextual Roadway Design, Chapter 18, as amended.

ELIGIBILITY

A roadway may be considered for the installation of traffic calming measures if it meets the following initial criteria:

- The roadway or street is a Township roadway. The Township cannot implement traffic calming measures on state-owned or privately-owned roadways. Any request for traffic calming on state-owned roadways should be submitted directly to PennDOT for their consideration.
- The roadway is primarily residential, consisting of 2/3 of the street front is on residential properties and is classified as a local or collector roadway.
- The roadway is not a priority route for emergency responders or is approved by emergency responders as an appropriate route for traffic calming.
- The roadway is over 1000 feet in length.
- Average Daily Traffic is over 1000 vehicles per day.
- Where speeding is a concern, the 85th percentile speed is 7 MPH or greater than the posted speed limit.
- Where cut through traffic is a concern, the cut through traffic is 40% or more of the total volume on the roadway of concern.
- Any proposed traffic calming measure must consider ADA (Americans with Disabilities Act) accessibility, emergency personnel and apparatus response, school zones, public transportation, drainage infrastructure, permanent street lighting, utilities, and roadway/winter maintenance.
- Any proposed traffic calming measure must consider impacts on utilities, drainage, pedestrian facilities, lighting, visibility to oncoming traffic, on-street parking, and other site impacts.



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THE PROCESS

STEP 1

A concern related to traffic on a Township roadway that fits within the established Purpose and Goals must be presented to Township staff in written format or through the contact page on the Township website.

The concern will be ranked by the Township Traffic Calming Advisory Committee using the Prioritization Ranking Table (see attached).

The Township Traffic Calming Advisory Committee will review the eligibility and gather necessary data such as crash history, a traffic study, or a speed study to determine if there is a need. Any studies performed will be documented using PennDOT Form TE-125.

If it is determined that the concern is not eligible for traffic calming measures, or at any point in the process the concern does not achieve the approval to proceed with the next step in the process, the individual(s) who submitted the concern will be notified in writing, with a summary for the reason(s) for denial of the request. Additionally, the Traffic Calming Advisory Committee has the right to deny a request, even if a project meets criteria within this policy, based on sound engineering judgment or other alternatives that could address the concern.

STEP 2

The Township Traffic Calming Advisory Committee will propose which measure(s) are applicable to the need and will determine the Study Area. The Study Area may vary in size depending on the proposed measure, effects on the network of roadways tying to the roadway with the proposed measure, and other conditions.

During the support-gathering phase of the process, a public meeting will be scheduled. The purpose of the meeting would be to present the concern, Study Area, results of any study that was performed and any additional data collected, proposed traffic calming measure(s), and any possible time frame for implementation. The public meeting will be advertised, but property owners within the Study Area will also be notified by mail with a letter from the Township that provides information on the public meeting.



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The Township Traffic Calming Advisory Committee may propose the use of temporary traffic calming measures to test and observe the effects of what a permanent measure may have in addressing the concern.

STEP 3

In order to move forward with a permanent traffic calming measure, there shall be a response of greater than 50% of property owners and residents within the Study Area, with 70% of those responding as being in favor of the proposed traffic calming measure.

Once the necessary support is obtained, the traffic calming measure will be presented for approval to the Lower Allen Township Board of Commissioners. The Board has the right to approve, modify, or deny any proposal for traffic calming measures.

Upon approval by the Board of Commissioners, The Township Traffic Calming Advisory Committee will develop a plan and budget for implementation. If funding sources cannot be identified or budgeted within 12 months, the plan will be terminated and the individual(s) who submitted the concern will be notified in writing with a summary for the reason of termination. Plans terminated would be eligible for re-submission after 12 months.

STEP 4

The traffic calming measure will be constructed/implemented once the proper plan has been developed and funding has been made available.

After the construction of each traffic calming measure is complete, follow-up traffic studies may be performed to continuously monitor the project for safety and effectiveness and to identify any remaining traffic problems. If the Township determines that a specific traffic calming measure is no longer fulfilling its intended purpose or has become a hazard, the Township staff may remove or revise the measure.

If the roadway data does not meet the criteria for traffic calming, the Township may implement other measures such as:

- Increased enforcement
- Additional signs and pavement markings
- Deployment of speed feedback signs



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TRAFFIC CALMING MEASURES

PennDOT Publication 13M, Design Manual 2, Chapter 18 provides a broad list of different traffic calming measures and details relating to each measure. The Traffic Calming Advisory Committee seeks to utilize these approved measures due to their proven effectiveness. Any proposed measures shall be recommended based on the information provided in the publication. However, the Traffic Calming Advisory Committee has the right to change or vary from the publication's recommendations or specifications due to site or situational specifics, or changes recommended by the Township Engineer or Township Traffic Engineer.

PRIORITIZATION RANKING

A ranking system, as outlined below, shall be used to prioritize potential traffic calming projects that have met the criteria established in the policy. This ranking system will help establish the order in which potential projects may be considered for funding and implementation. The result of this ranking system is to be used as guidance. Final determinations for funding and implementation will be left to the sole discretion of the Board of Commissioners or their designee.

CRITERIA	BASIS FOR ASSIGNMENT
Speed	Extent by which 85 percentile speeds exceed posted speed limit: 2 points assigned for every 1 mph.
Volume	Average daily traffic volumes: 1 point assigned for every 100 vehicles over the minimum 1000 vehicle criteria
Crashes	1 point for every crash reported within past 3 years
Schools	5 points assigned for each school crossing or bus stop on the project street
Pedestrian Points of Interest	5 points assigned for each public facility (i.e. parks, community centers, pools, libraries) or commercial use that generates a significant number of pedestrians
Pedestrian Facility	5 points assigned if there is no continuous sidewalk on one side of the street: 10 points if missing on both sides

