November 2025

Alternatives

Alternative Concepts

As part of the Route 30 Complete Streets Initiative for Berwyn Village, seven conceptual alternatives have been developed to advance the project's core goals:

Goals

- Enhance Safety for All Users
- Accommodate All Modes of Transportation
- Address Parking Needs Strategically
- Foster Placemaking and Community Identity
- Support Economic Development and Business Vitality
- Improve Quality of Life and Community Connectivity

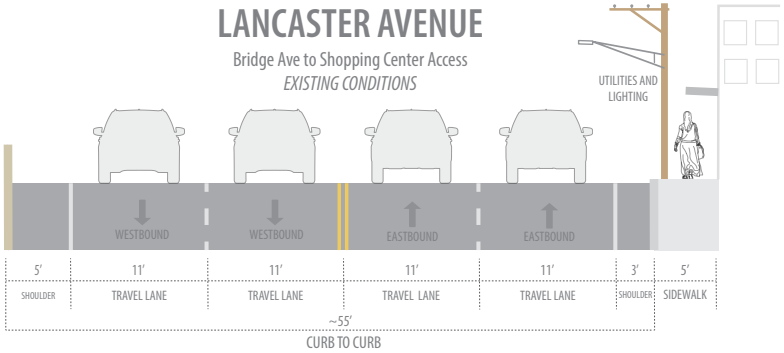
These alternatives were shaped by an analysis of existing conditions, traffic and safety data, market trends, and stakeholder input. Each concept reflects a context-sensitive approach to transforming Lancaster Avenue into a vibrant, multimodal corridor that supports the needs of residents, businesses, and visitors.

Aerial view of Lancaster Ave & Bridge Ave intersection

Cross-Section of Lancaster Avenue (Bridge Avenue to Midland Avenue)

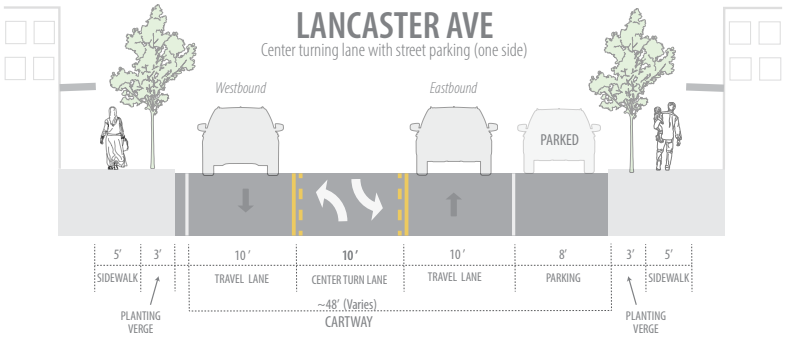
Four-lane cross-section:

Maintaining the existing four-lane cross-section of Lancaster Avenue through Berwyn Village presents several trade-offs that directly impact the corridor's safety, accessibility, and overall community character. While this configuration may preserve current traffic capacity and avoid major reconstruction costs, it limits the ability to achieve key goals of the Complete Streets initiative.



Three-lane cross-section:

The 3-lane cross-section alternative for Lancaster Avenue offers several compelling benefits that directly support the goals of the Complete Streets initiative in Berwyn Village. This configuration typically includes one travel lane in each direction and a center two-way left-turn lane, allowing for a more balanced and context-sensitive design.



Key Trade-Offs of the Existing 4-Lane Cross-Section

Limited On-Street Parking
The four-lane layout uses nearly the entire curb-to-curb width, leaving little room for on-street parking. This restricts access to businesses and reduces convenience for short-term visitors, potentially impacting retail vitality and discouraging village-scale commerce.

No Center Turn Lane
Without a center turn lane, vehicles making left turns must stop in a travel lane, creating rear-end conflict potential and disrupting traffic flow. This increases crash risk and driver frustration, especially during peak hours or in areas with frequent turns.

Difficult Pedestrian Crossings
Four lanes of traffic create a wide crossing distance, increasing exposure and vulnerability. Without refuge islands or calming measures, it's harder for children, seniors, and those with mobility challenges to cross safely. This discourages walkability and foot traffic.

Reduced Placemaking Opportunities
Vehicular dominance limits streetscape elements like wider sidewalks, landscaping, seating, lighting, and public art. These features foster community identity and are central to Berwyn's vision for a vibrant corridor.

Missed Opportunities for Multimodal Improvements
The current cross-section lacks bike lanes, transit enhancements, and traffic calming. This limits the corridor's ability to serve all modes and hinders progress toward sustainability and equity.

Benefits of the 3-Lane Cross-Section

Improved Pedestrian Safety
Reducing Lancaster Avenue from four lanes to three makes crossings safer and more manageable. This change allows for features like refuge islands and curb extensions, which improve visibility and shorten crossing time.

Dedicated Center Turn Lane
A center turn lane helps remove turning vehicles from the main flow, reducing collisions and improving traffic movement. It also eases access to driveways and side streets without interrupting through traffic.

Opportunity for On-Street Parking
Reclaiming roadway width makes room for on-street parking, which supports local businesses and adds convenience. Parked cars also create a buffer between pedestrians and traffic, improving sidewalk safety.

Multimodal Flexibility
The revised layout supports bike lanes or shared paths, encouraging active transportation. It also improves access to transit stops and allows for better placement of bus shelters or pull-offs.

Supports Placemaking and Streetscape Enhancements
Freed-up space enables wider sidewalks, landscaping, lighting, and benches. These elements help create a welcoming village atmosphere and support the town square concept.

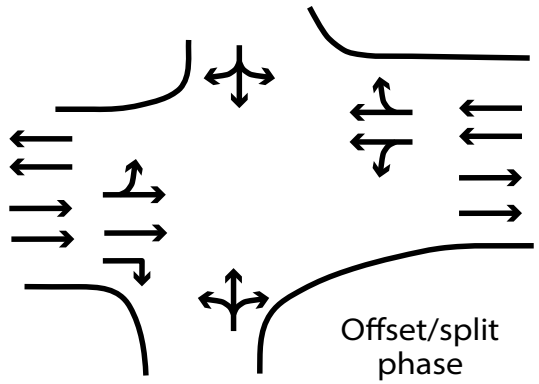
Traffic Calming and Quality of Life
Narrower cross-sections naturally slow traffic, reducing speed and noise. These changes enhance livability, making the corridor more appealing for walking, dining, shopping, and community events.

Alternative Design Concepts

Lancaster Avenue and Bridge Avenue / Old Lancaster Road

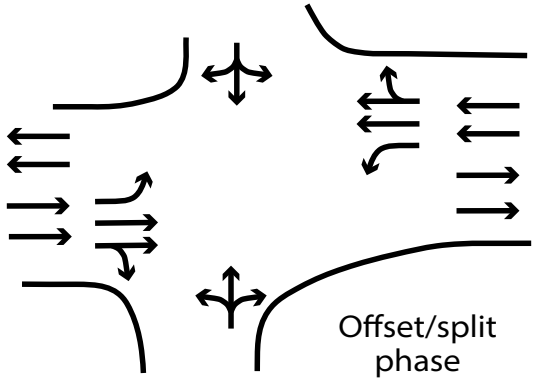
Alt 1A

Existing configuration



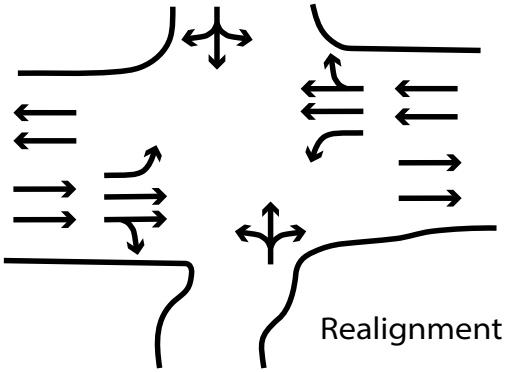
Alt 1B

Eastbound left turn | Offset



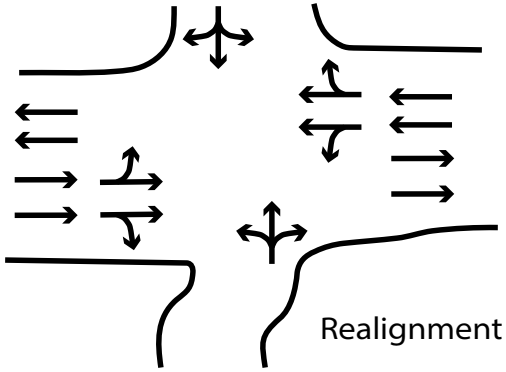
Alt 1C

Eastbound left turn | Realignment



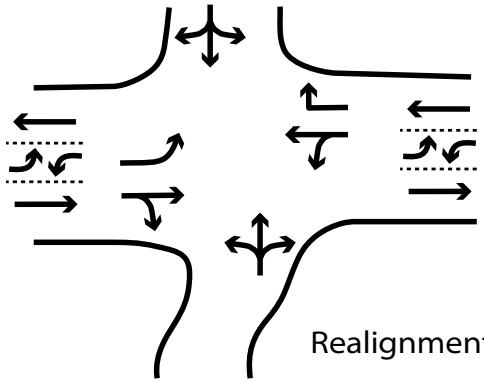
Alt 1D

Eastbound right turn lane removed | Realignment



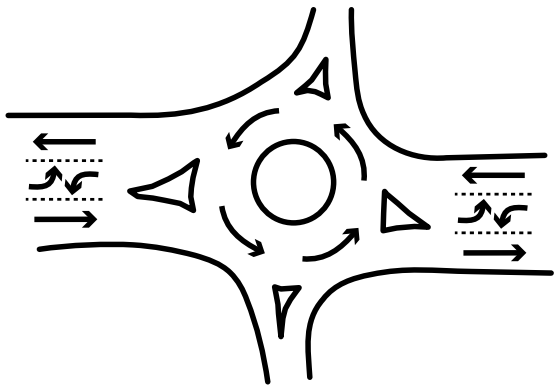
Alt 2A/C

Eastbound left turn | Realignment | Three lane cross-section



Alt 2B

Roundabouts | Three lane cross-section

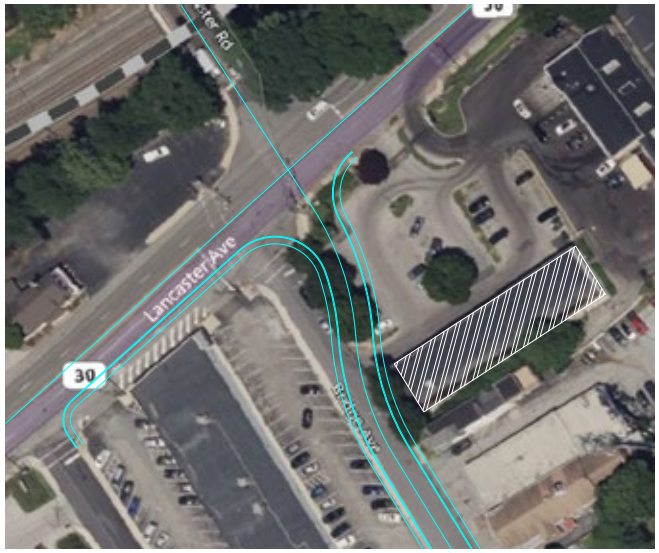


Two key design variations distinguish the alternatives:

Intersection Configuration at Lancaster Ave, Old Lancaster Rd, and Bridge Ave

This complex intersection serves as a gateway to the village and is a focal point for potential placemaking improvements. A key challenge there stems from the offset alignment of Bridge Avenue and Old Lancaster Road. This misalignment requires split phasing at the traffic signal, which complicates timing and coordination. Additionally, there are a large number of left turns from eastbound Lancaster Avenue across the Old Lancaster Road bridge. Thus, the various alternatives primarily seek to address and improve these two operational deficiencies.

Alternatives vary in how they address traffic flow, pedestrian safety, and public space opportunities. Some concepts propose geometric reconfigurations to simplify movements and reduce conflict points, while others incorporate plaza-style elements to create a town square atmosphere that encourages gathering and supports local commerce.



Bridge Ave realignment concept. Alts 3-5 include realignment

Scoring the Alternatives

Together, these alternatives provide a range of design strategies for Easttown Township to consider as it moves toward a preferred concept. Each alternative was evaluated based on its ability to meet project goals, its feasibility, and its potential to enhance the character and functionality of Berwyn's main street.

Scores of 1 (Maintains current condition or worsens), 3 (Modestly advances or improves), or 5 (Significantly advances or improves`) were rewarded for how the alternative met each project goal. A score was also developed for each alternative's probable impact on the existing right-of-way and anticipated cost.

Additionally, using SimTraffic, future traffic volumes estimated out to 2045 were forecast and modeled. An estimated travel time for traversing Lancaster Avenue during both the AM and PM weekday peak periods were modeled and reported.

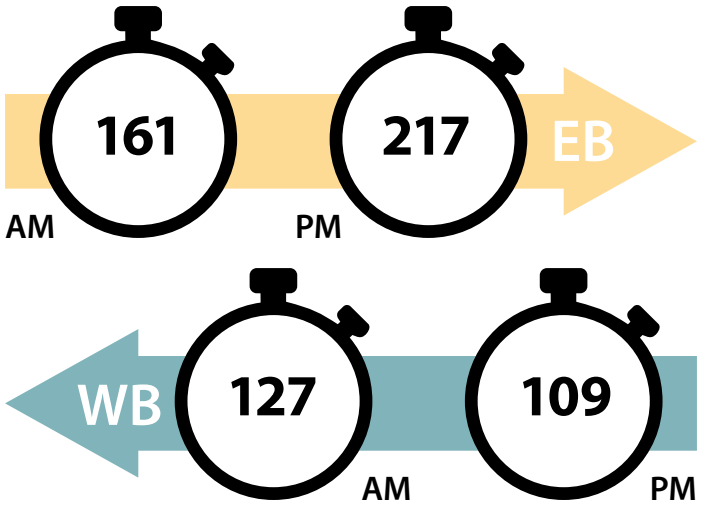
Alternative Option 1A

Existing Configuration

This option keeps the configuration of all intersections and streets unchanged. It focuses instead on improving traffic flow by adjusting signal timing, coordination, and phasing along the SR 0030 corridor. Because this option involves no physical building, it scores well on both probable cost and right-of-way-impact.

Aerial view of Lancaster Ave & Bridge Ave intersection

Average travel time on Lancaster Avenue (in seconds, simulated to 2045)



GOALS	Rating
Enhance Safety for All Users	1
Accommodate All Modes of Transportation	1
Address Parking Needs Strategically	1
Foster Placemaking and Community Identity	1
Support Economic Development and Business Vitality	1
Improve Quality of Life and Community Connectivity	1
ROW Impact	5
Probable Cost	5
Total Score	**16**

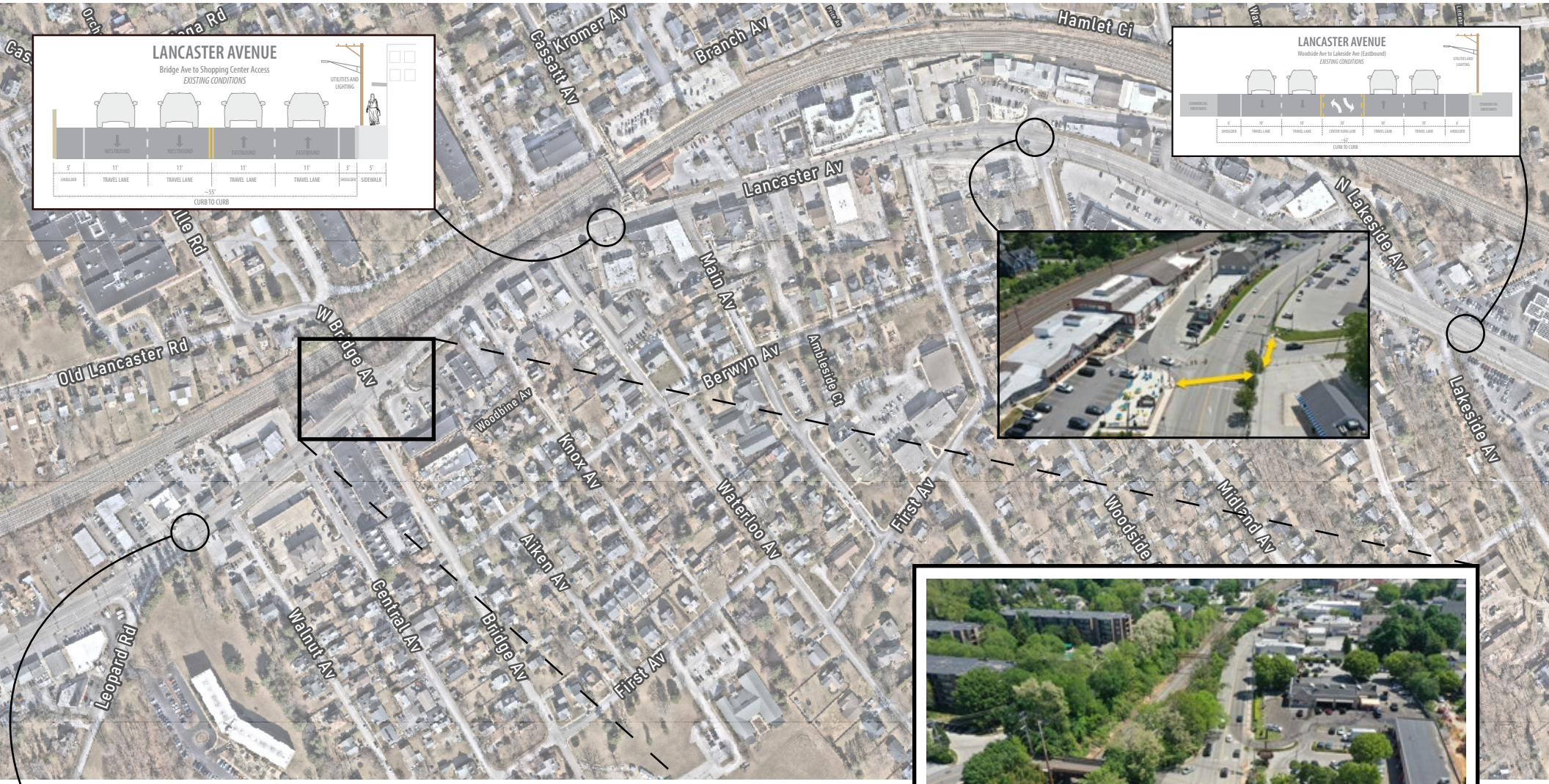
Goal Rating Scale

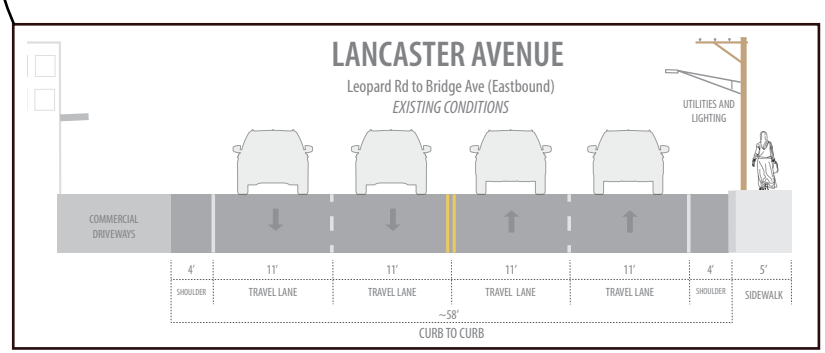
1 - Maintains current condition or worsens

3 - Modestly advances or improves

5 - Significantly advances or improves`

Alternative 1A: Existing configuration



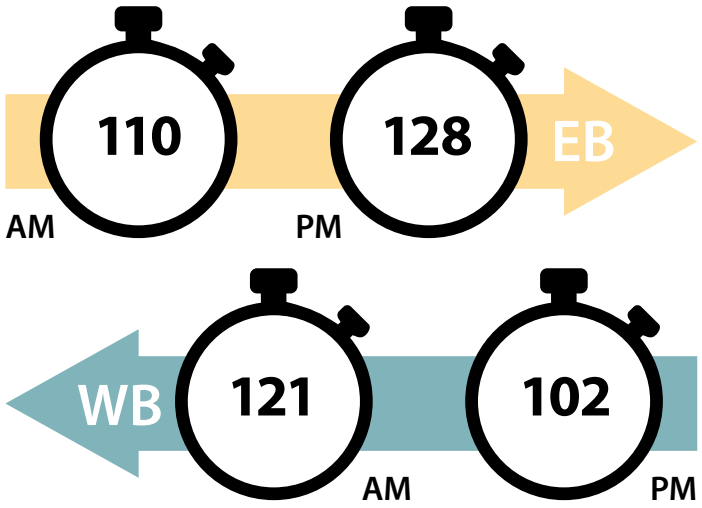


Alternative Option 1B

Eastbound left turn | Offset

This option keeps the street configuration unchanged. However, it does alter the layout of the Lancaster Ave & Bridge Ave intersection. Both the eastbound and westbound approaches would include a dedicated left turn lane, a through lane, and a shared through/right turn lane. It would also improve traffic flow by adjusting signal timing, coordination, and phasing along the SR 0030 corridor.

Average travel time on Lancaster Avenue (in seconds, simulated to 2045)



GOALS	Rating
Enhance Safety for All Users	1
Accommodate All Modes of Transportation	1
Address Parking Needs Strategically	1
Foster Placemaking and Community Identity	1
Support Economic Development and Business Vitality	1
Improve Quality of Life and Community Connectivity	1
ROW Impact	5
Probable Cost	5
Total Score	**16**

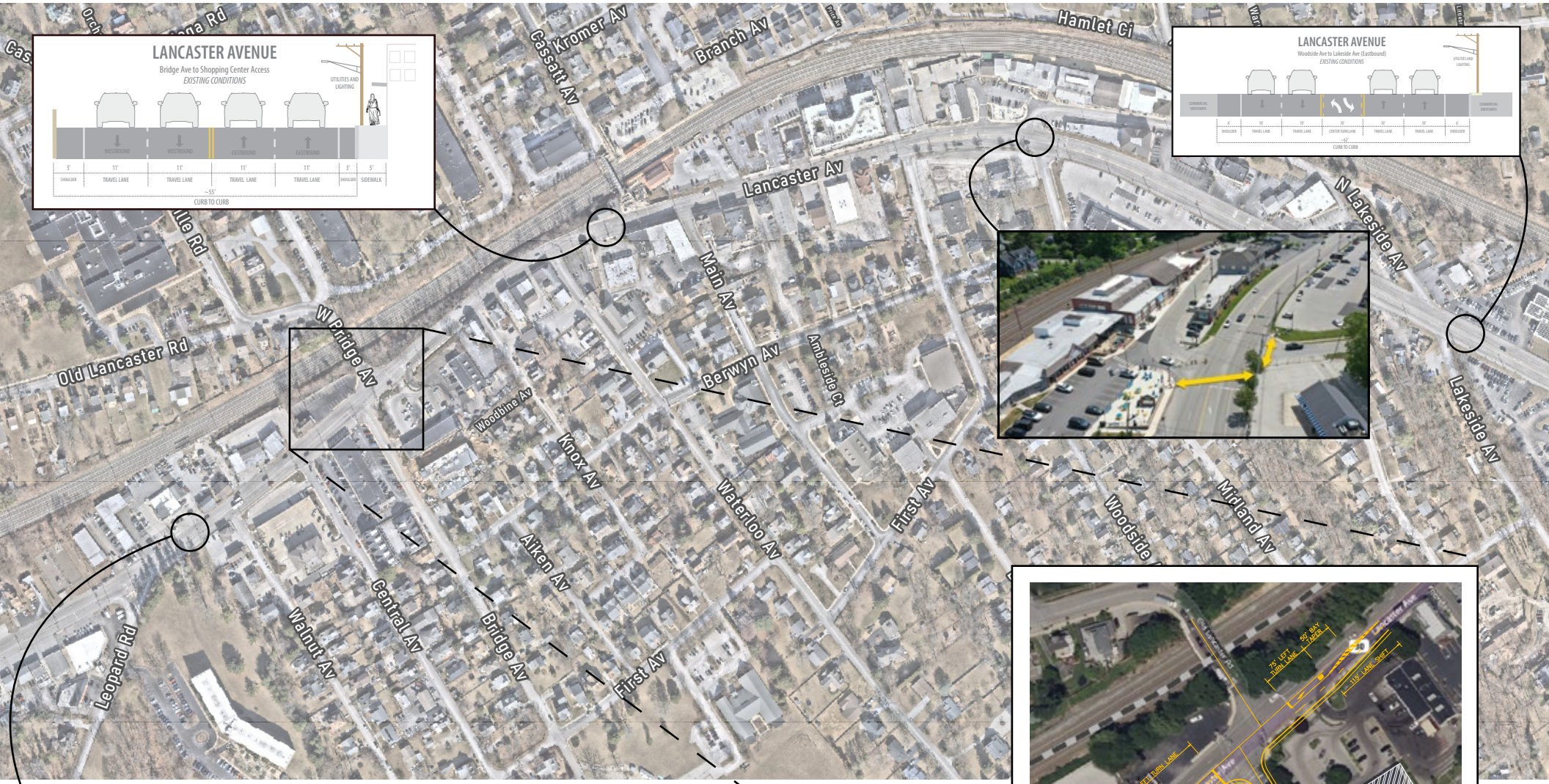
Goal Rating Scale

1 - Maintains current condition or worsens

3 - Modestly advances or improves

5 - Significantly advances or improves`

Alternative 1B: Eastbound left turn | Offset

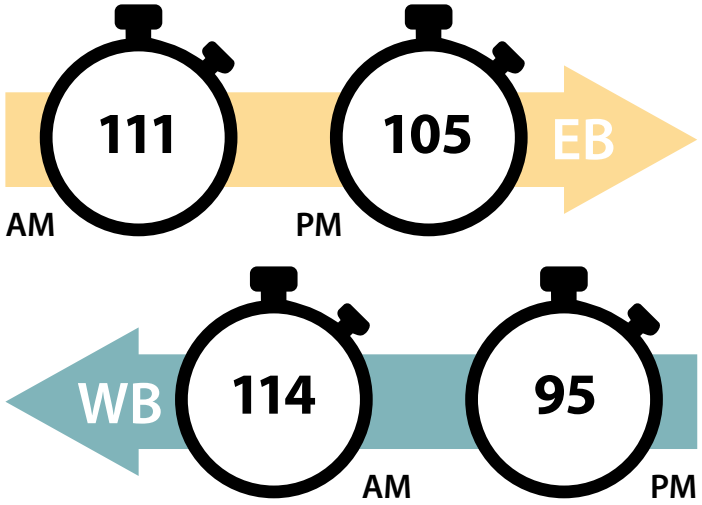


Alternative Option 1C

Eastbound left turn | Realignment

This option focuses on improving traffic flow by adjusting signal timing and coordination along the entire SR 0030 corridor. The goal is to keep vehicles moving smoothly and reduce unnecessary delays. At Lancaster Ave & Old Lancaster Rd / Bridge Ave, the intersection would be realigned, keeping one shared lane for left, through, and right turns on both approaches. The traffic signal would be simplified by removing split phasing and replacing the full pedestrian phase with a 3-second Leading Pedestrian Interval (LPI), giving pedestrians a head start without adding extra delay. The eastbound right-turn lane on SR 0030 would be removed so both directions match: one left lane, one through lane, and one shared through/right lane.

Average travel time on Lancaster Avenue (in seconds, simulated to 2045)



GOALS	Rating
Enhance Safety for All Users	1
Accommodate All Modes of Transportation	1
Address Parking Needs Strategically	1
Foster Placemaking and Community Identity	1
Support Economic Development and Business Vitality	1
Improve Quality of Life and Community Connectivity	1
ROW Impact	3
Probable Cost	3
Total Score	**12**

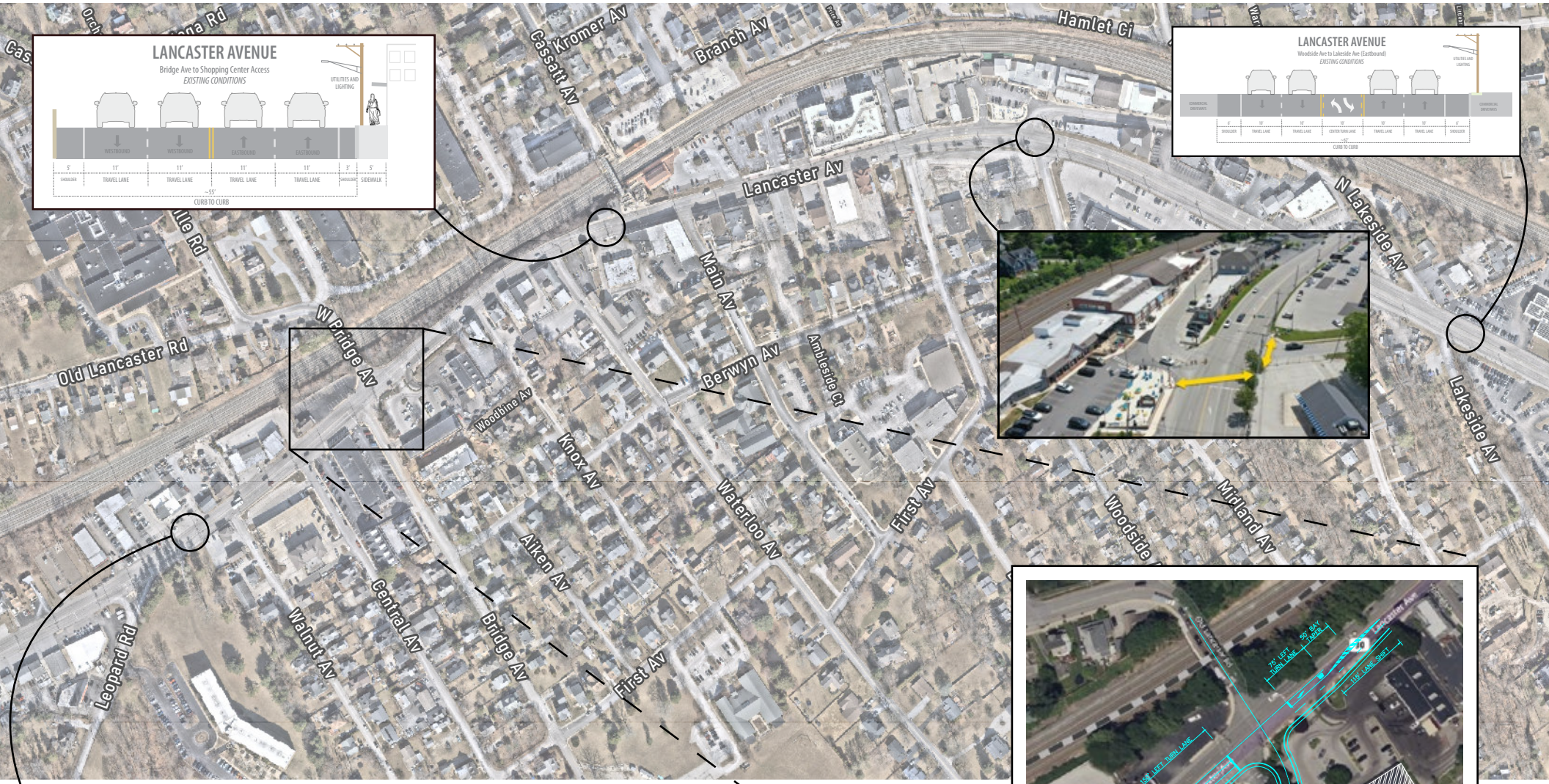
Goal Rating Scale

1 - Maintains current condition or worsens

3 - Modestly advances or improves

5 - Significantly advances or improves`

Alternative 1C: Eastbound left turn | Realignment

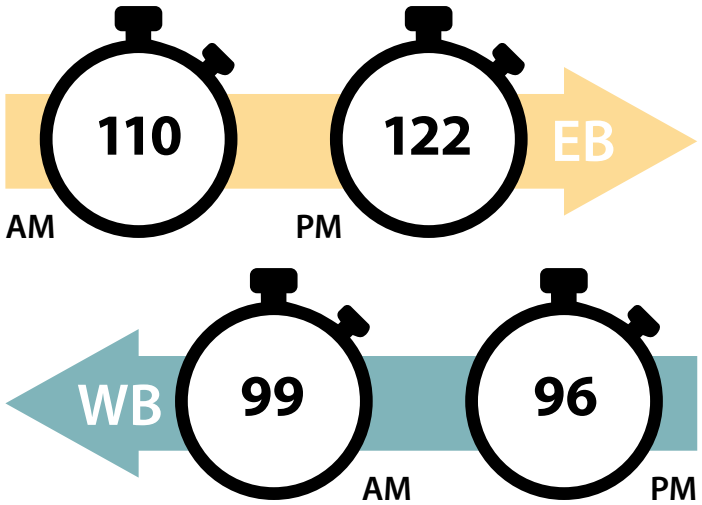


Alternative Option 1D

Eastbound right turn lane removed | Realignment

This option is nearly identical to Alternative 1C, except for its lane configuration on the Eastbound & Westbound approaches of Lancaster Avenue. Like option 1C, this alternative focuses on improving traffic flow by adjusting signal timing and coordination in conjunction with phasing modifications along the entire SR 0030 corridor. At Lancaster Ave & Old Lancaster Rd / Bridge Ave, the intersection would be realigned, keeping one shared lane for left, through, and right turns on both Bridge Avenue approaches. The traffic signal would be simplified by removing split phasing and replacing the full pedestrian phase with a 3-second Leading Pedestrian Interval (LPI), giving pedestrians a head start without adding extra delay. The eastbound right-turn lane on SR 0030 would be removed so both directions match: one shared left/through lane and one shared through/right lane.

Average travel time on Lancaster Avenue (in seconds, simulated to 2045)



GOALS	Rating
Enhance Safety for All Users	3
Accommodate All Modes of Transportation	1
Address Parking Needs Strategically	1
Foster Placemaking and Community Identity	1
Support Economic Development and Business Vitality	1
Improve Quality of Life and Community Connectivity	3
ROW Impact	3
Probable Cost	3
Total Score	**16**

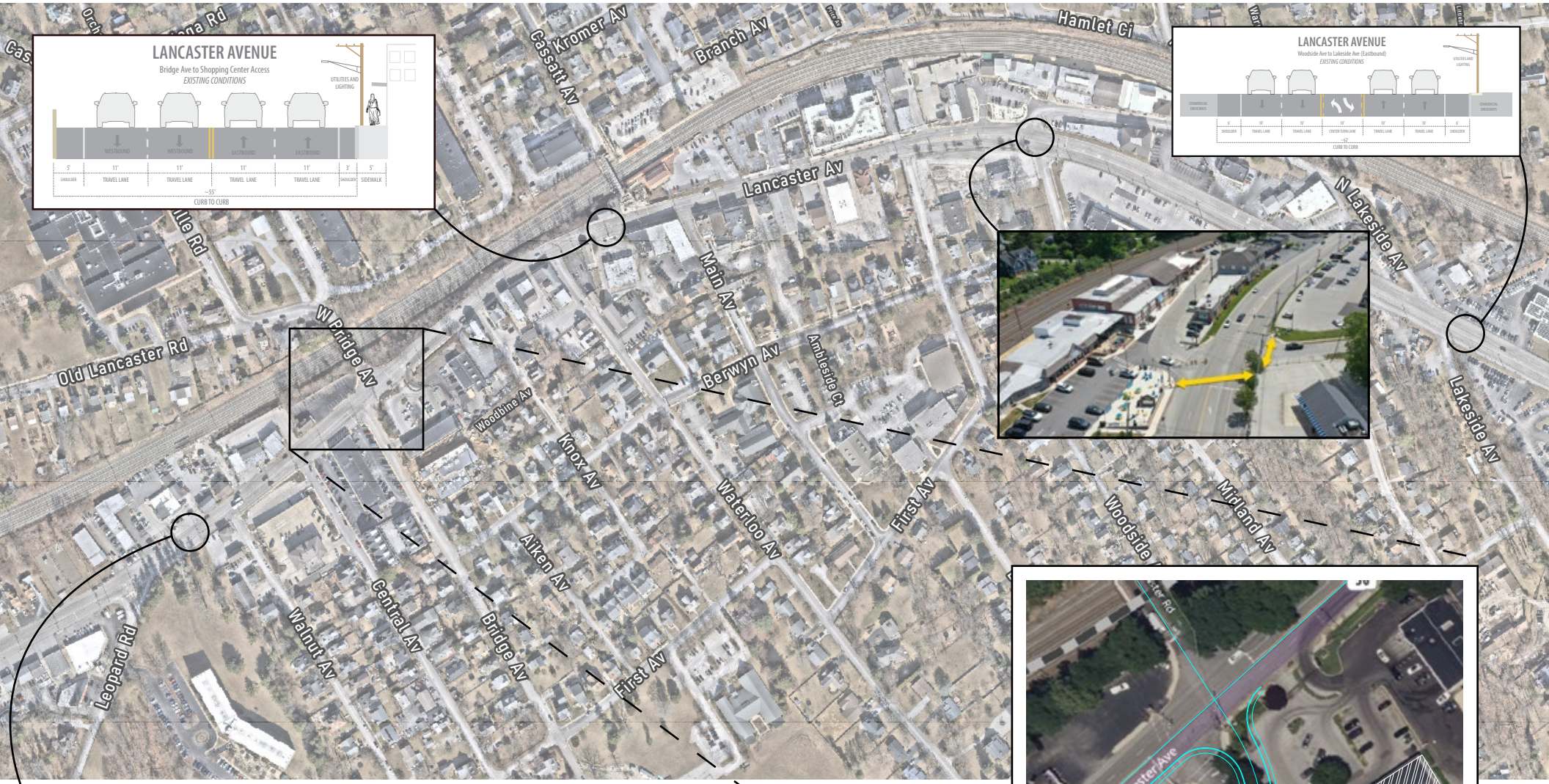
Goal Rating Scale

1 - Maintains current condition or worsens

3 - Modestly advances or improves

5 - Significantly advances or improves`

Alternative 1D: Eastbound right turn lane removed | Realignment



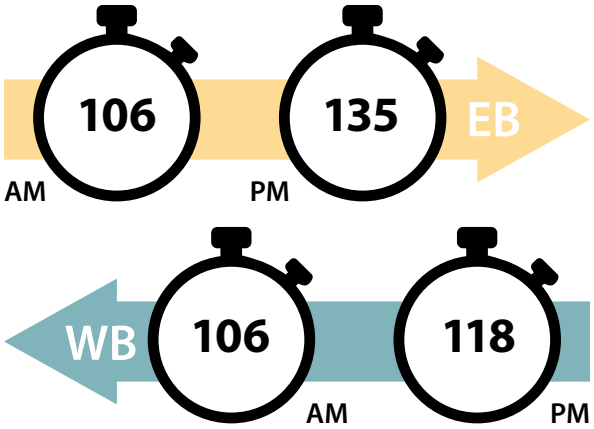
Alternative Option 2A

Eastbound left turn | Realignment | Three lane cross-section

This alternative applies a road diet on SR 0030, reducing the roadway to one through lane in each direction with a center turn lane for left turns. Signal timing and phasing would be adjusted to maintain flow. At Lancaster Ave & Old Lancaster Rd / Bridge Ave, the intersection would be realigned with shared lanes for all movements. The signal would remove split phasing and replace the pedestrian phase with a 3-second LPI. The eastbound right-turn lane would be removed, and a Flashing Yellow Arrow (FYA) added for the eastbound left turn (180 feet of storage). The westbound approach would shift to include a shared through/left lane and a 200-foot right-turn lane.

The intersections of Waterloo, Cassatt Brg/Shopping Center, and Midland Ave/Old Lancaster Road with Lancaster Avenue would all be altered according to the descriptions in the adjacent map. These altercations would connect the proposed road diet with the intersections along the corridor.

Average travel time on Lancaster Avenue (in seconds, simulated to 2045)



GOALS	Rating
Enhance Safety for All Users	3
Accommodate All Modes of Transportation	3
Address Parking Needs Strategically	5
Foster Placemaking and Community Identity	3
Support Economic Development and Business Vitality	3
Improve Quality of Life and Community Connectivity	3
ROW Impact	1
Probable Cost	1
Total Score	**22**

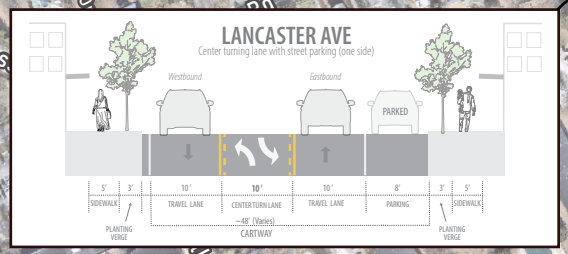
Goal Rating Scale

1 - Maintains current condition or worsens

3 - Modestly advances or improves

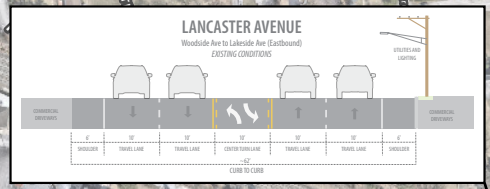
5 - Significantly advances or improves`

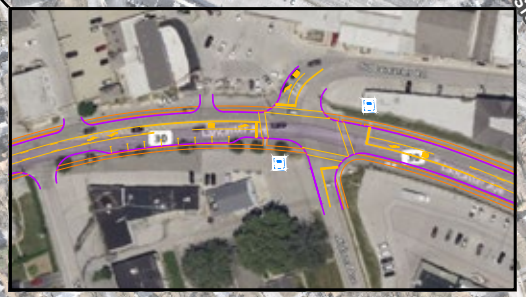
Alternative 2A: Eastbound left turn | Realignment | Three lane cross-section

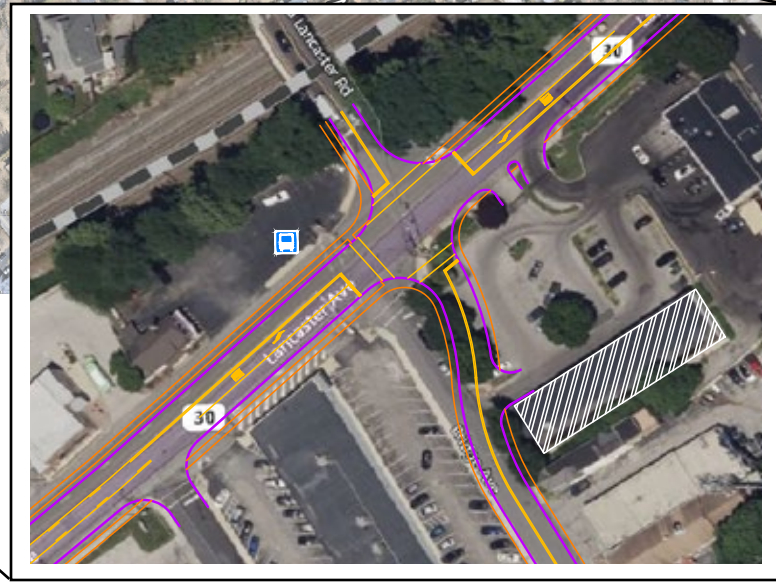


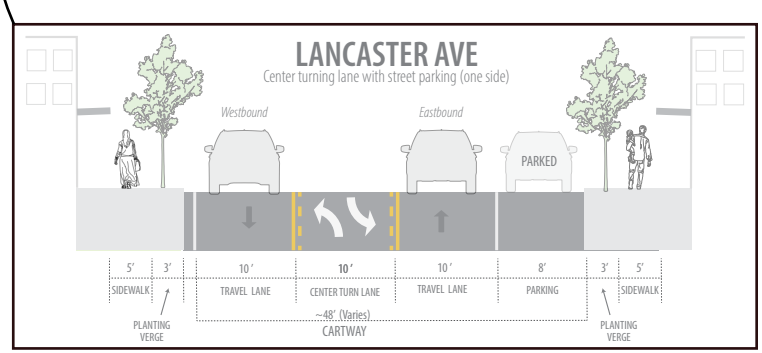
Lancaster & Waterloo
Break proposed two way left turn lane to provide dedicated 50' westbound left turn lane alongside single westbound thru lane. Eastbound single shared thru/right lane.

Lancaster & Cassatt Brg/ Shopping Center
No turns allowed (as existing), single thru lane in each direction.







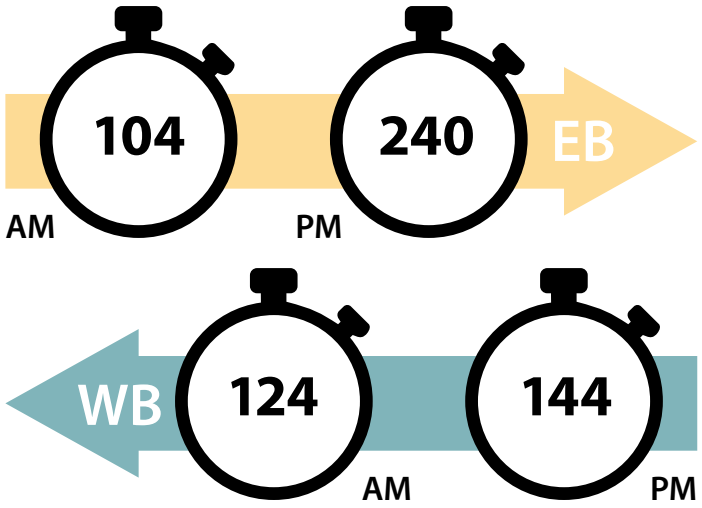


Alternative Option 2B

Roundabouts | Three lane cross-section

This alternative replaces select signalized intersections with modern roundabouts to improve safety and reduce delays. At Lancaster Ave & Old Lancaster Rd / Bridge Ave, the existing signal would be replaced with a single-lane roundabout, which allows continuous traffic flow and reduces the likelihood of severe crashes. At Lancaster Ave & Waterloo Ave and Lancaster Ave & Cassatt Ped Bridge / Shopping Center Access, the design would follow Alternative 2A, maintaining the road diet and associated turn lane adjustments. At Lancaster Ave & Midland Ave / Old Lancaster Rd, another single-lane roundabout would be installed, improving safety and reducing stop-and-go traffic while maintaining corridor consistency.

Average travel time on Lancaster Avenue (in seconds, simulated to 2045)



GOALS	Rating
Enhance Safety for All Users	3
Accommodate All Modes of Transportation	1
Address Parking Needs Strategically	5
Foster Placemaking and Community Identity	3
Support Economic Development and Business Vitality	3
Improve Quality of Life and Community Connectivity	1
ROW Impact	1
Probable Cost	1
Total Score	**18**

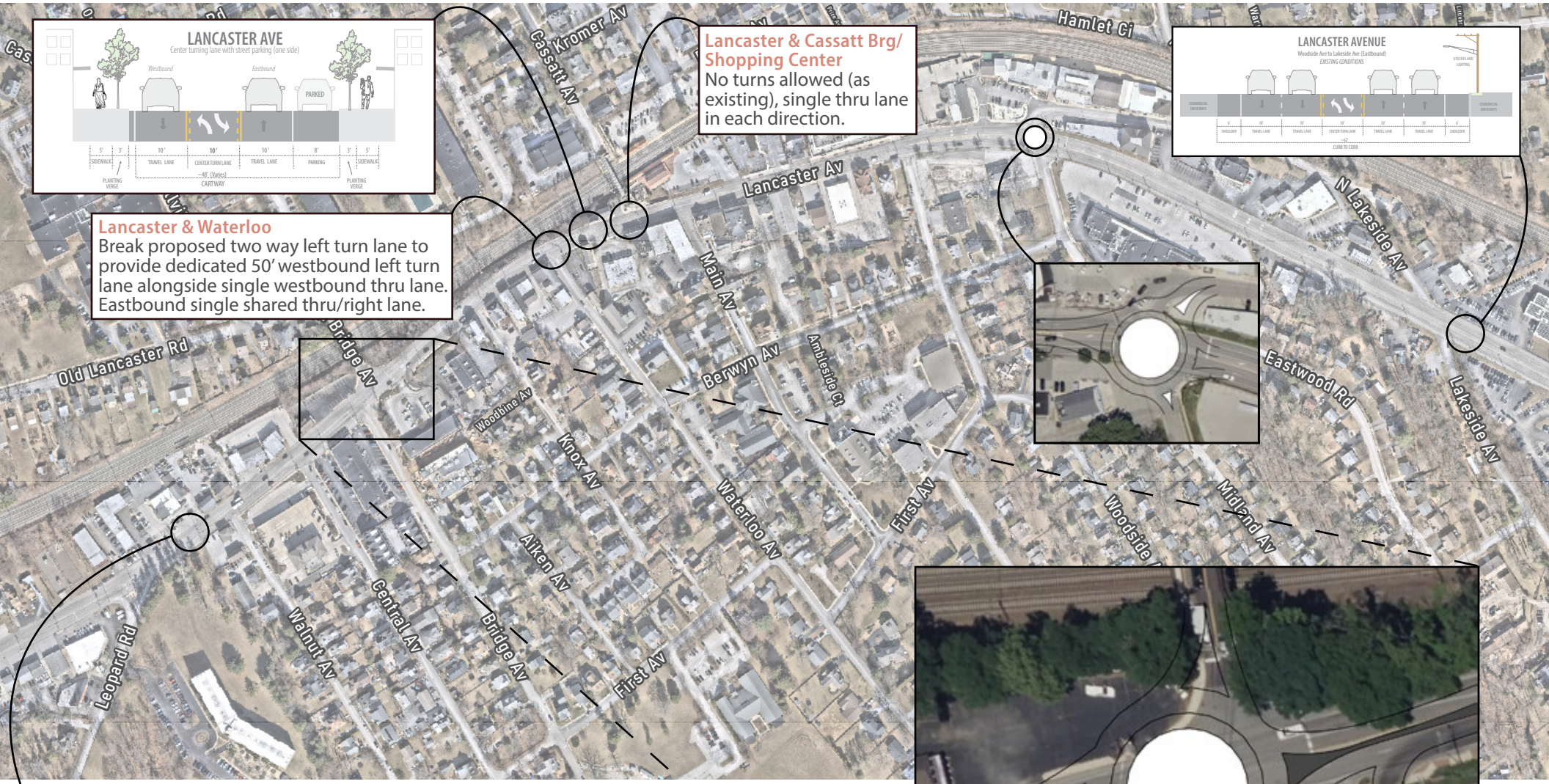
Goal Rating Scale

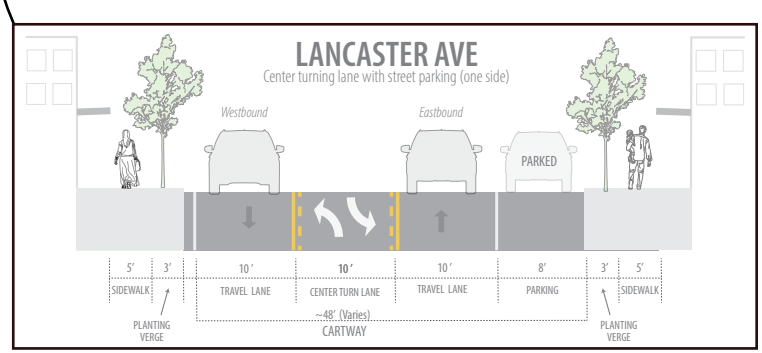
1 - Maintains current condition or worsens

3 - Modestly advances or improves

5 - Significantly advances or improves`

Alternative 2B: Roundabouts | Three lane cross-section



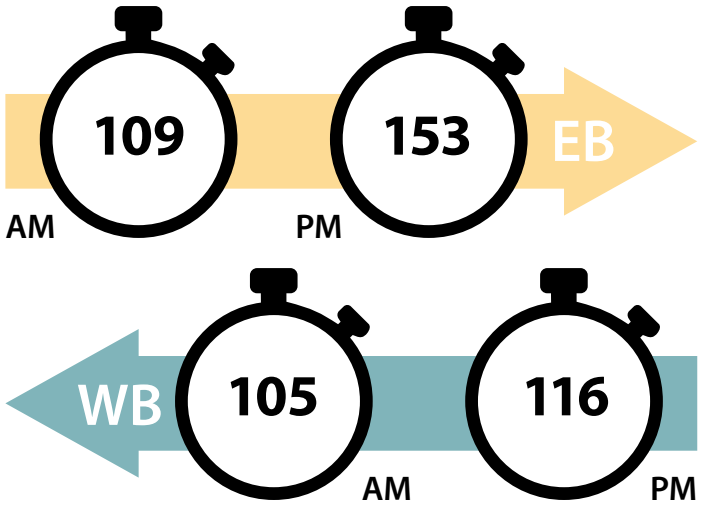


Alternative Option 2C

Eastbound left turn | Realignment | Three lane cross-section | Roundabout

This alternative replaces the signalized intersection at Midland Avenue and Lancaster Ave with a modern roundabout to improve safety and reduce delays. At Lancaster Ave & Old Lancaster Rd / Bridge Ave, the intersection would be realigned with shared lanes for all movements. The signal would remove split phasing and replace the pedestrian phase with a 3-second LPI. The eastbound right-turn lane would be removed, and a Flashing Yellow Arrow (FYA) added for the eastbound left turn (180 feet of storage). The westbound approach would shift to include a shared through/left lane and a 200-foot right-turn lane. At Lancaster Ave & Midland Ave / Old Lancaster Rd, a single-lane roundabout would be installed, improving safety and reducing stop-and-go traffic while maintaining corridor consistency.

Average travel time on Lancaster Avenue (in seconds, simulated to 2045)



GOALS	Rating
Enhance Safety for All Users	3
Accommodate All Modes of Transportation	3
Address Parking Needs Strategically	5
Foster Placemaking and Community Identity	3
Support Economic Development and Business Vitality	3
Improve Quality of Life and Community Connectivity	3
ROW Impact	1
Probable Cost	1
Total Score	**22**

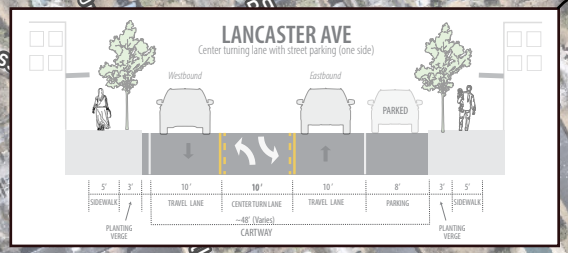
Goal Rating Scale

1 - Maintains current condition or worsens

3 - Modestly advances or improves

5 - Significantly advances or improves`

Alternative 2C: Eastbound left turn | Realignment | Three lane cross-section | Roundabout



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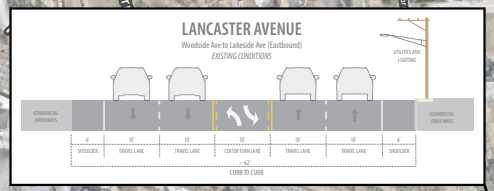
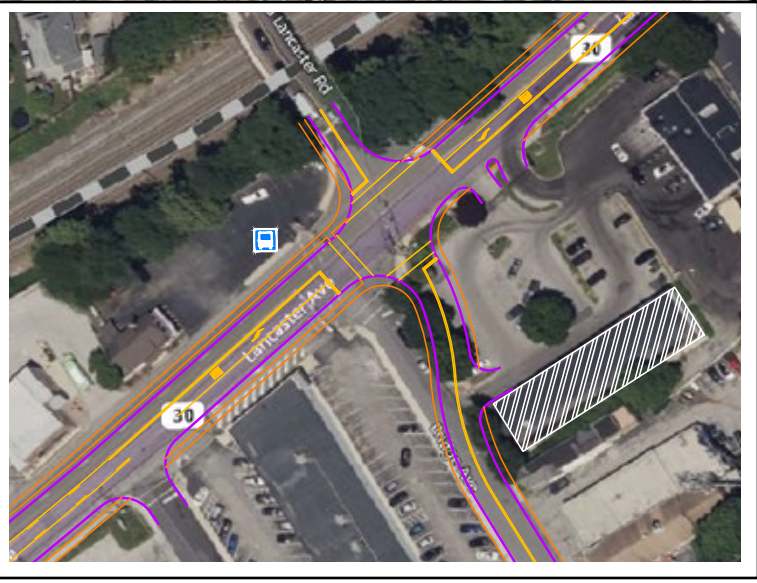
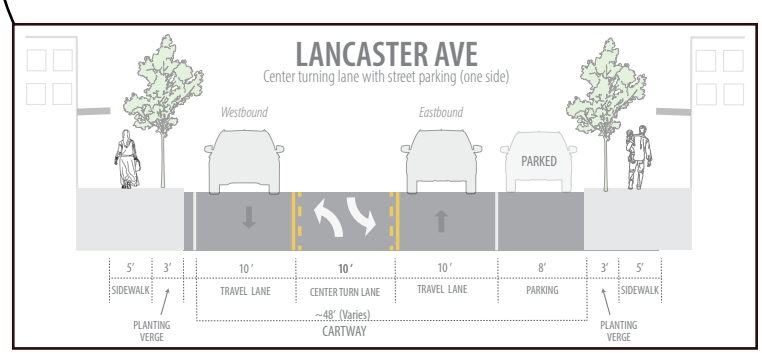
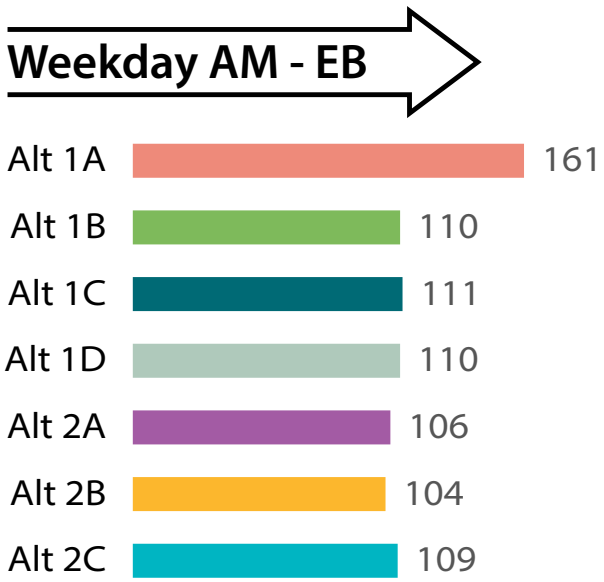


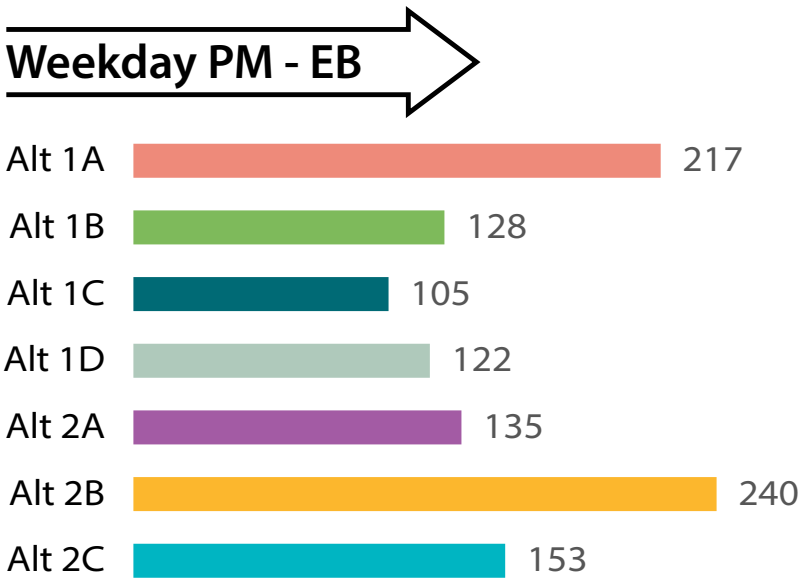


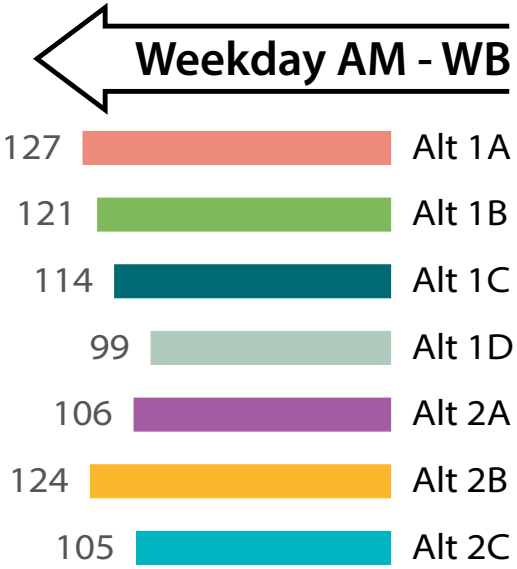


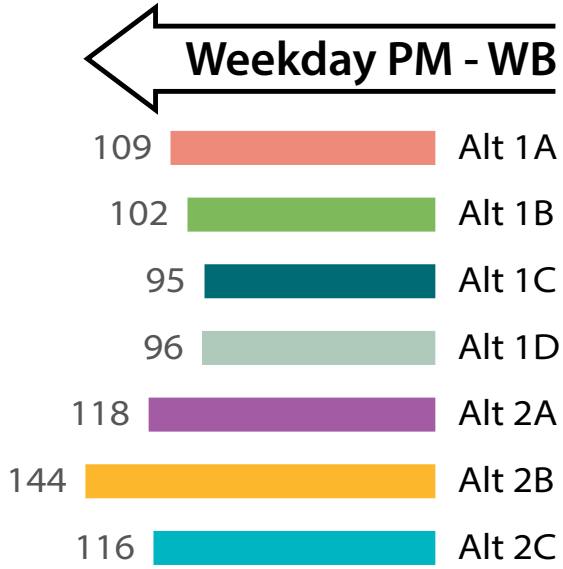
Average travel time on Lancaster Avenue (in seconds)

From Central Avenue to Lakeside Avenue - Simulated to 2045

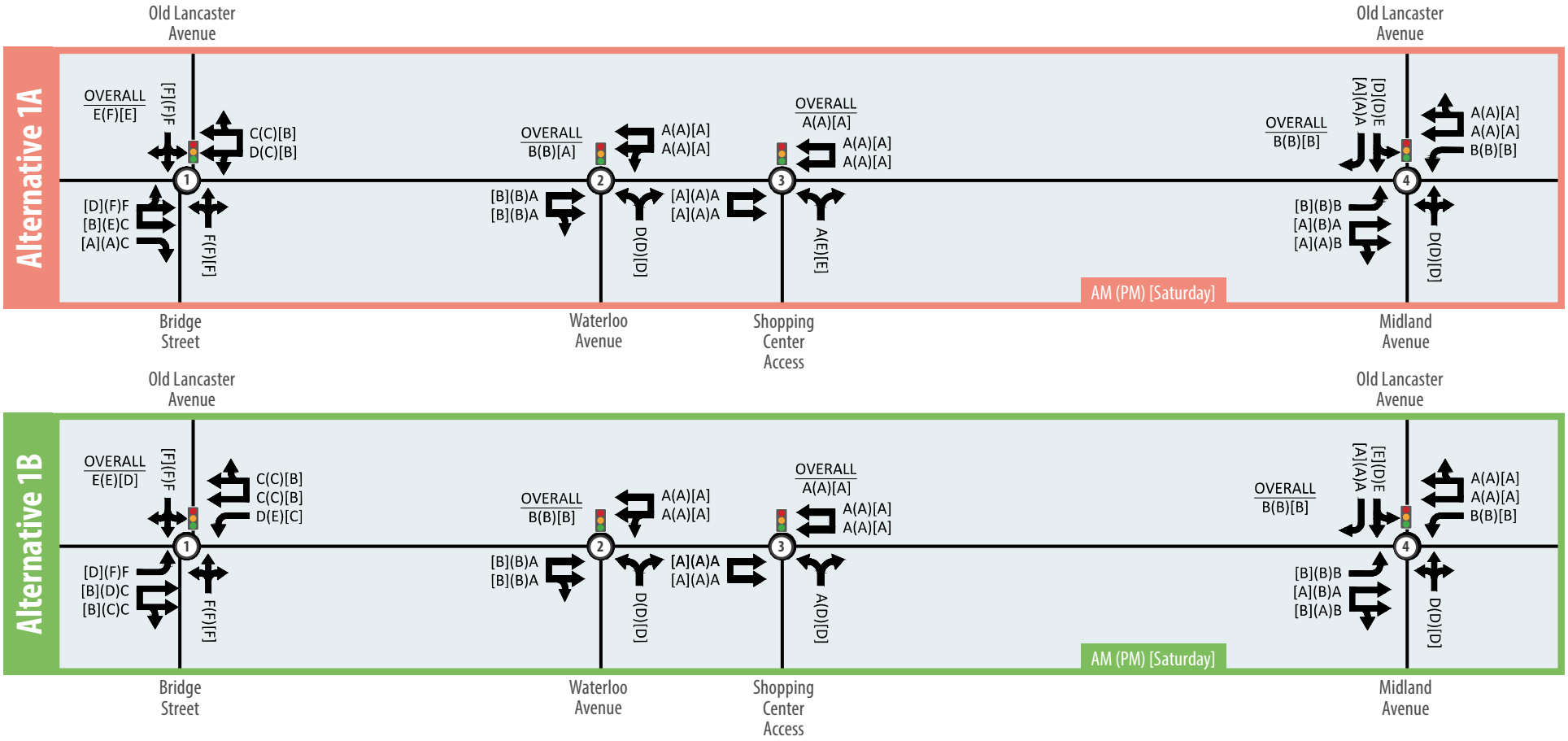




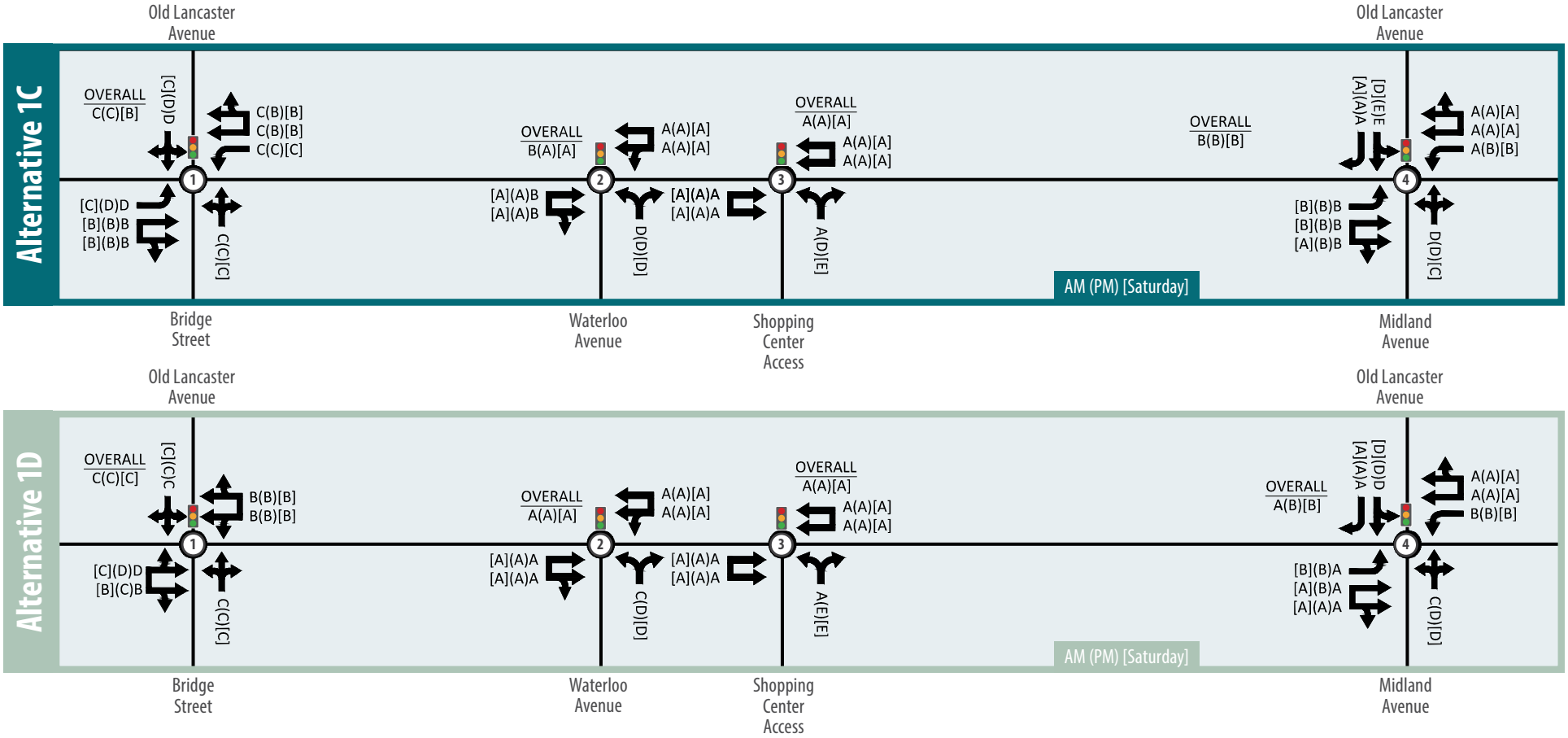




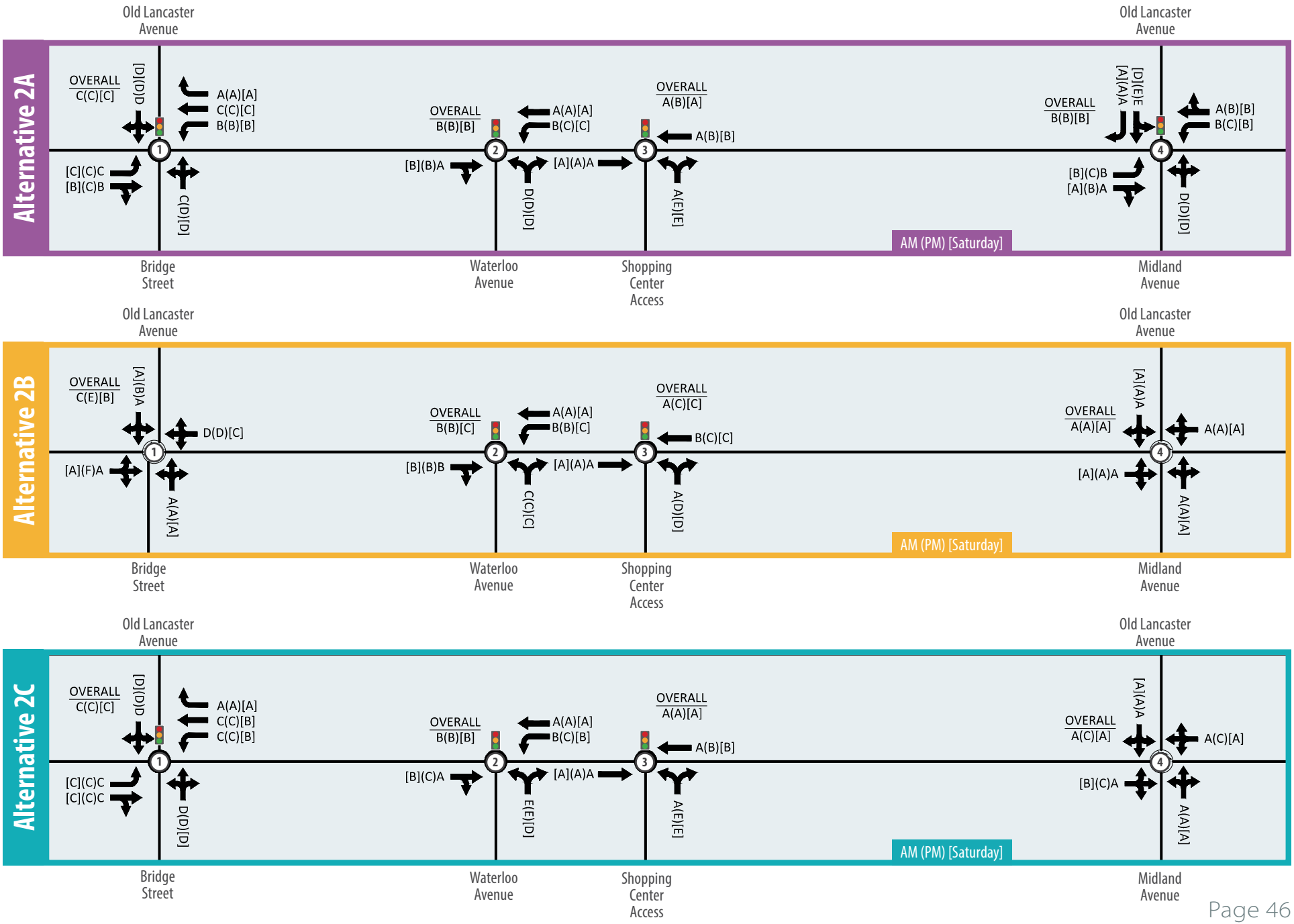
Level of Service Simulated to 2045



Level of Service Simulated to 2045



Level of Service Simulated to 2045



Comparing Alternatives

In this evaluation framework, higher scores indicate stronger performance against the project goals. Alternatives 1A and 1B perform well on right-of-way (ROW) impact and probable cost because they involve limited intervention; however, they provide only modest progress toward the six established goals.

Alternative 1D invests more substantially to improve safety and quality of life, while Alternative 1C does not deliver similar benefits despite using about the same resources. As a result, Alternative 1C earns the lowest overall score, reflecting higher resource use without much more improvement than Alternatives 1A and 1B.

Alternatives 2A, 2B, and 2C score lower on ROW and cost but demonstrate stronger alignment with all goals. Their higher costs are largely tied to a corridor-length road diet, which uniquely addresses parking needs by introducing parallel parking along much of the south side of Lancaster Avenue. By reducing through lanes for general traffic, these options create space for other modes and placemaking opportunities. Alternatives 2A and 2C earn total scores of 22, positioning them as the top alternatives for the Lancaster Avenue corridor.

Goal Rating Scale

1 - Maintains current condition or worsens

3 - Modestly advances or improves

5 - Significantly advances or improves`

PRELIMINARY EVALUATION OF ALTERNATIVES

GOALS	1A	1B	1C	1D	2A	2B	2C
Enhance Safety for All Users	1	1	1	3	3	3	3
Accommodate All Modes of Transportation	1	1	1	1	3	1	3
Address Parking Needs Strategically	1	1	1	1	5	5	5
Foster Placemaking and Community Identity	1	1	1	1	3	3	3
Support Economic Development and Business Vitality	1	1	1	1	3	3	3
Improve Quality of Life and Community Connectivity	1	1	1	3	3	1	3
ROW Impact	5	5	3	3	1	1	1
Probable Cost	5	5	3	3	1	1	1
Total Scores	16	16	12	16	22	18	22