

Brookhaven Rd Area Improvements

Interim Findings



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Introduction

The study area focuses on the Brookhaven Road corridor within the Brookhaven neighborhood, specifically the segment between Earl L. Core Road and Tyrone Road. The purpose of the study is to identify potential transportation improvements that support both recent and future development while enhancing the quality of life for the Brookhaven community. The identified project scope will be incorporated into the 2025–2055 Metropolitan Transportation Plan.

This Interim Report presents preliminary findings from the existing conditions analysis of the area. The final report will incorporate community input gathered during the MTP update process, along with additional data collection and analysis.

Community Features

Brookhaven is a census-designated place in Monongalia County with a population of approximately 5,700 as of 2020. It serves as the eastern suburban extension of Morgantown. The residential landscape includes single-family homes, townhouses, and some mobile homes.

Natural features such as terrains, Deckers Creek, local creeks, and wooded areas influence development. Brookhaven Elementary School, located just south of Brookhaven Road, serves approximately 500 students.

Most residents commute by car (75%), with travel times mostly between 15 - 30 minutes. About 14% of residents work at home. For public transit, Mountain Line's Route 8 ("Brookhaven" line) provides weekday service via hail-and-ride stops.

Road Network

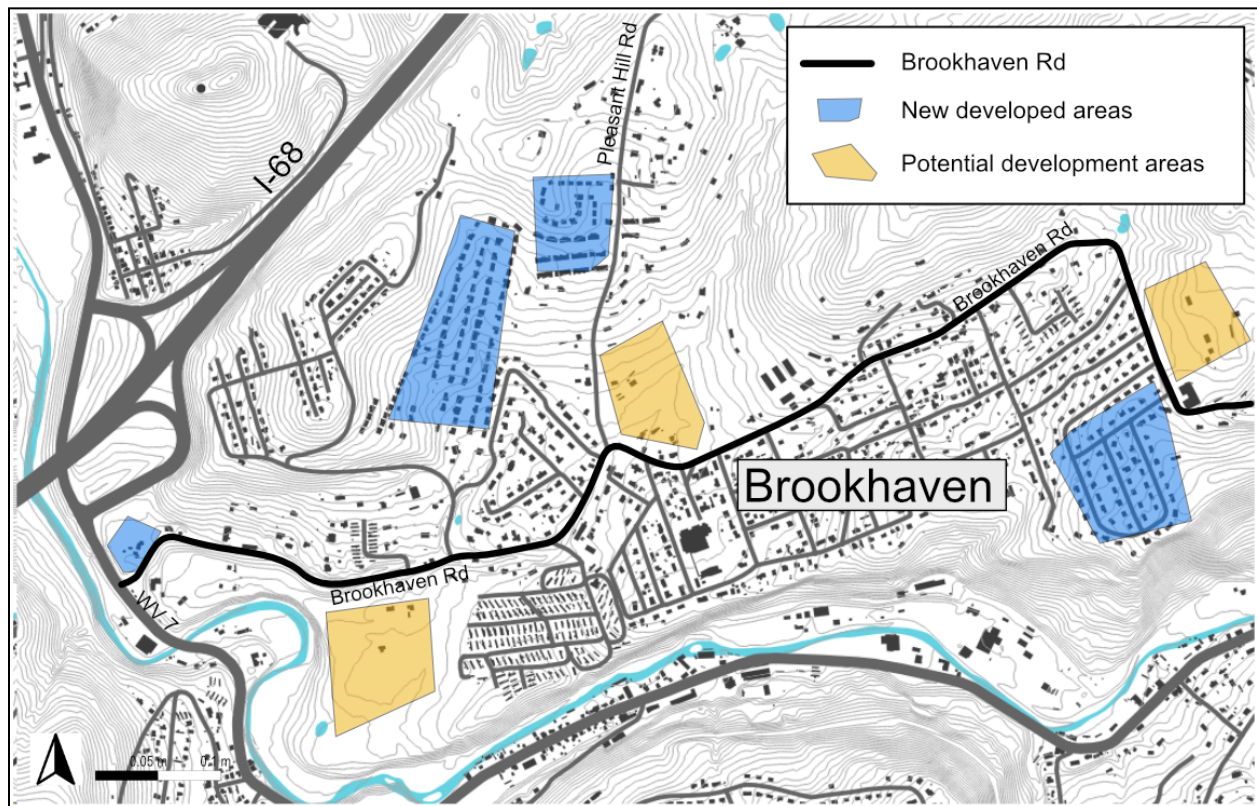
The Brookhaven community is served by two collector roads: Brookhaven Road and Pleasant Hill Road. Both are two-way streets with one travel lane in each direction and a typical lane width of 11 feet. These roads lack shoulders, sidewalks, and dedicated bicycle facilities.

The primary access point to the area is the intersection with Earl L. Core Road. Two additional, minor access points include the Brookhaven Road and Tyrone Road intersection, and Pleasant Hill Road extending north. There are no other roadway connections linking the Brookhaven neighborhood to surrounding areas.

New Development and Potential Development Areas

Recent developments in the Brookhaven area include new commercial construction at the intersection of Brookhaven Road and Route 7, featuring a gas station and fast-food establishments. New residential construction is primarily concentrated near Autumn Avenue and Pleasant Hill Road. The new buildings were mostly built in the past 20 years.

Potential future development areas include open land adjacent to Brookhaven Road—specifically south of Twin Pines Village, west of Westbrook Drive, and along the Pleasant Hill Road corridor.



Traffic Count and Field Observations

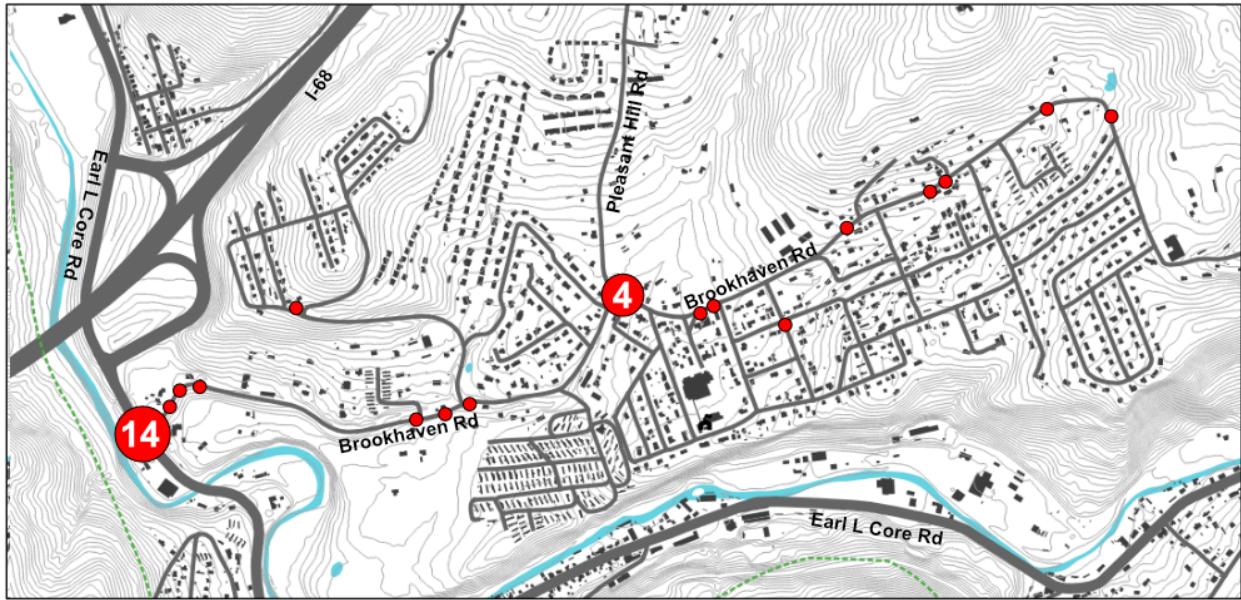
MPO staff did morning and afternoon traffic counts at the intersection of Brookhaven Road and the Earl L Core Road. It was noted that left-turning traffic from Brookhaven Road has a significant delay. Right-turning traffic from Brookhaven Road often also gets blocked because of the backed-up left-turning traffic using the shared turning lane. More data will be collected in the 2025 fall for a traffic modeling study using traffic modeling software at the intersection.

Field observations along the Brookhaven corridor indicate that vehicle speeds are generally high, particularly at curves where sight distance is limited, increasing the potential for dangerous conditions. The absence of roadway shoulders further elevates the risk of single-vehicle crashes. Additionally, lighting along the corridor is limited, contributing to reduced visibility and overall safety concerns.

The creek running alongside Brookhaven Road may pose flooding and drainage issues during heavy rainfall. Additional information will be collected to assess flooding risks and drainage conditions in the area.

Crash Data

Crash data from the WV DOT crash database was analyzed for the Brookhaven neighborhood. Between 2019 and 2023, a total of 33 crashes were reported along Brookhaven Road, including 5 injury crashes. Fourteen crashes occurred at the intersection of Earl L. Core Road and Brookhaven Road. Of the total crashes, 12 were rear-end collisions and 12 were single-vehicle crashes. Nine crashes occurred during dark conditions, and 13 took place when the road surface was wet or covered with snow.



Travel Demand Model and Forecasting

According to the MPO's Travel Demand Model, projected traffic volumes for Brookhaven Road in 2050 are 953 vehicles during the AM peak hour and 1,711 vehicles during the PM peak hour. The corresponding volume-to-capacity ratios are 0.28 (AM) and 0.50 (PM), indicating that no major capacity improvements are currently anticipated.

Further community input and analysis will be conducted in Fall 2025 as part of the Metropolitan Transportation Plan (MTP) update to reassess this evaluation.

Next Steps

Additional traffic data collection and intersection delay modeling will be conducted in Fall 2025. The findings and recommendations will be validated using the MPO's Travel Demand Model for final evaluation and planning purposes.