



MEMORANDUM

To: Mr. Brian Hansen
City of Bloomington

From: Jacob Rojer, P.E., PTOE
Kimley-Horn and Associates, Inc.

Date: January 11, 2024

Subject: Bloomington Central Station Phase 5 – Trip Generation Update

INTRODUCTION

A traffic study was completed to determine the impacts of Bloomington Central Station Phases 4-6 in 2021. This traffic study was prepared by SRF Consulting and is dated April 28, 2021. Since this report, Phase 4 has been constructed while Phase 5 is currently planned for construction in 2024 and Phase 6 will be completed in the future. This memorandum focuses on Phase 5.

The previous Traffic Study used early estimates for the land uses in Phase 5 which have since been refined to a concrete plan, with changes to the size or the use of some of the buildings. This document will compare the trip generation estimated in the traffic study to the trip generation determined from the updated numbers.

TRIP GENERATION

In the 2021 Traffic Study, the year 2025 developments included Phases 4-6 of the Bloomington Central Station (BCS) developments. Trip generation was calculated based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The Traffic Study was completed using an earlier estimate of the land use and area numbers. **Table 1** provides the trip generation of the year 2025 developments as estimated for the 2021 Traffic Study. The developments were anticipated to generate 5,546 weekday daily trips. During the AM peak hour, it was anticipated to generate 109 entering and 223 exiting trips, and during the PM peak hour 265 entering and 196 exiting.

Table 1 – Traffic Study Trip Generation

Land Use Type (ITE Code)	Intensity	AM Peak Trips		PM Peak Trips		Weekday Daily
		In	Out	In	Out	
Phase 4 - Mid-Rise Multifamily Housing (221)	425 Units	40	113	114	73	2,312
Phase 4 - Supermarket (850)	20k SF	46	30	94	90	2,136
Phase 5 - Multifamily Mid-Rise Housing (221)	250 Units	23	67	67	43	1,360
Phase 5 - Shopping Center (820)	6k SF	4	2	11	12	226
Phase 6 - Mid-Rise Multifamily Housing (221)	250 Units	23	67	67	43	1,360
Bloomington Central Station Phases 4-6 Subtotal		136	279	353	261	7,394
Multi-Use Reduction (5% AM / 10% PM)		-7	-14	-35	-26	-739
Light Rail Reduction (15%)		-20	-42	-53	-39	-1109
Total 2025 Trips		109	223	265	196	5,546

The trip generation for the near-term (2025) developments was recalculated with the updated intensity and ITE Codes for the anticipated land use, based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. **Table 2** provides the trip generation anticipated for the 2025 developments. The developments are anticipated to generate 3,673 weekday daily trips. During the AM peak hour, it is anticipated to generate 109 entering and 223 exiting trips, and during the PM peak hour 265 entering and 196 exiting.

Table 2 – Updated Trip Generation

Land Use Type (ITE Code)	Intensity	AM Peak Trips		PM Peak Trips		Weekday Daily
		In	Out	In	Out	
Phase 4 - Mid-Rise Multifamily Housing (221)	403 Units	34	115	96	61	1,830
Phase 4 - Supermarket (850)	14.2k SF	24	17	64	63	1,333
Phase 5 - Multifamily Senior Housing (252)	164 Units	11	22	23	18	531
Phase 6 - Affordable Housing (223)	250 Units	36	89	68	47	1,203
Phase 4-6 Subtotal		105	243	251	189	4,897
Multi-Use Reduction (5% AM / 10% PM)		-5	-12	-25	-19	-490
Light Rail Reduction (15%)		-16	-36	-38	-28	-735
Total 2025 Trips		84	194	188	142	3,673

CONCLUSION

The trip generation estimated using the updated numbers is a significant decrease from the trip generation which was estimated during the 2021 Traffic Study. The weekday daily trips generated by the 2025 developments is anticipated to be 3,673 compared to 5,546 which was estimated in the Traffic Study. The entering and exiting trips during both peak hours are also anticipated to be lower than was determined in the Traffic Study. No update of the Traffic Study is warranted.