

KUNZMAN ASSOCIATES

TRAFFIC ENGINEERING AND
TRANSPORTATION PLANNING

September 1, 2020

Kirsten Royston
Royston Bed & Breakfast
38433 Potato Canyon Road
Oak Glen, CA 92399

Dear Ms. Royston:

INTRODUCTION

The firm of Kunzman Associates is pleased to submit this trip generation analysis in the County of San Bernardino. Kunzman Associates has been asked to prepare this trip generation analysis to document the proposed project trip generation and trip distribution for the County of San Bernardino.

This letter summarizes our methodology, analysis, and findings. Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

PROJECT LOCATION

The proposed project site is located south of Potato Canyon Road and west of Oak Glen Road. Figure 1 shows the project location map.

PROJECT DESCRIPTION

The proposed project is a 5 room bed and breakfast with special event space. The facility may have up to 50 special events per year. Figure 2 contains the proposed project site plan.

It is important to note that all calculations are based on the maximum possible number of patrons and that actual attendance will be less than the maximum.

There may be up to 13 major special events (community and private) with up to 200 guests. They will occur on the weekends. They may start as early as 10:00 AM and have to end by 10:00 PM. They will last 4-6 hours and guests will remain on-site during the entire event. 20 guests could be staying at the bed and breakfast. Food vendors will be

coming from off-site. It is assumed that 1.5 guests will be in each vehicle. It is assumed that there will be up to 10% vendors. It is assumed that there will be up to 10% ride sharing services.

There may be up to 22 minor special events in the daytime and afternoon (i.e. family reunion, corporate retreat, team building events, movie nights, and rehearsal dinners) with up to 100 guests. They may start as early as 10:00 AM and have to end by 9:00 PM. They will last 2-4 hours and guests will remain on-site during the entire event. 20 guests could be staying at the bed and breakfast. Food vendors will be coming from off-site. It is assumed that 1.5 guests will be in each vehicle. It is assumed that there will be up to 10% vendors. It is assumed that there will be up to 10% ride sharing services.

There may be up to 15 seasonal agritourism based events (u-pick apple, pumpkin patch, fall festival, and farmer markets). They will occur on the weekends during apple picking season. They may start as early as 11:00 AM and have to end by 7:00 PM. It is estimated that up to 60 patrons could be on-site. Patrons will be on-site for 1-2 hours. It is assumed that 2.5 patrons will be in each vehicle. It is assumed that there will be up to 10% vendors.

PROPOSED PROJECT TRIP GENERATION

Traffic generation rates were determined for weekday daily traffic, weekday morning peak hour inbound and outbound traffic, and weekday evening peak hour inbound and outbound traffic for the proposed land use. Table 1 exhibits the traffic generation rates, project peak hour volumes, and project daily traffic volumes. The traffic generation rates are from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017. Table 2 exhibits the calculated trip generation based on operational data from the applicant. It is important to note that all calculations are based on the maximum possible number of patrons and that actual attendance will be less than the maximum.

During a typical day, the proposed development is projected to generate approximately 42 weekday daily vehicle trips, 2 of which will occur during the weekday morning peak hour and 3 of which will occur during the weekday evening peak hour and approximately 41 weekend day daily vehicle trips, 4 of which will occur during the weekend day mid-day peak hour.

During a major special event (up to 13 times per year), the proposed development is projected to generate approximately 71 weekday daily vehicle trips, 4 of which will occur during the weekday morning peak hour and 6 of which will occur during the weekday evening peak hour and approximately 381 weekend day daily vehicle trips, 147 of which will occur during the weekend day mid-day peak hour.

During a minor special event (up to 22 times a year), the proposed development is projected to generate approximately 231 weekday daily vehicle trips, 4 of which will occur during the weekday morning peak hour and 77 of which will occur during the weekday

evening peak hour and approximately 221 weekend day daily vehicle trips, 79 of which will occur during the weekend day mid-day peak hour.

During a agritourism event (up to 15 days per year), the proposed development is projected to generate approximately 50 weekday daily vehicle trips, 4 of which will occur during the weekday morning peak hour and 5 of which will occur during the weekday evening peak hour and approximately 393 weekend day daily vehicle trips, 52 of which will occur during the weekend day mid-day peak hour.

PROJECT TRIP DISTRIBUTION

Figure 3 contains the proposed project trip distribution for the new trips generated by the project.

CONCLUSION

The proposed project site is located south of Potato Canyon Road and west of Oak Glen Road.

The proposed project is a 5 room bed and breakfast with special event space. The facility may have up to 50 special events per year.

During a typical day, the proposed development is projected to generate approximately 42 weekday daily vehicle trips, 2 of which will occur during the weekday morning peak hour and 3 of which will occur during the weekday evening peak hour and approximately 41 weekend day daily vehicle trips, 4 of which will occur during the weekend day mid-day peak hour.

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During a agritourism event (up to 15 days per year), the proposed development is projected to generate approximately 50 weekday daily vehicle trips, 4 of which will occur during the weekday morning peak hour and 5 of which will occur during the weekday

evening peak hour and approximately 393 weekend day daily vehicle trips, 52 of which will occur during the weekend day mid-day peak hour.

It has been a pleasure to service your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 904-2821.

Sincerely,

KUNZMAN ASSOCIATES



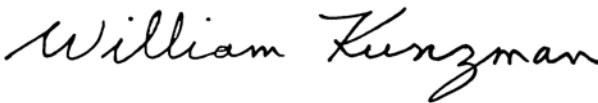
Lisa D Kunzman
Associate

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Robert W Kunzman
Senior Associate

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William A Kunzman, P.E.
Principal

#10056



Table 1

Bed & Breakfast Trip Generation¹

Land Use	Quantity	Units ²	Weekday							Weekend Day			
			Peak Hour						Daily	Peak Hour			Daily
			Morning			Evening				Mid-Day			
			Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total	
<u>Trip Generation Rates</u> Hotel	1	RM	0.28	0.19	0.47	0.31	0.29	0.60	8.36	0.40	0.32	0.72	8.19
<u>Trips Generated</u> Hotel	5	RM	1	1	2	2	1	3	42	2	2	4	41

¹ Source: Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017, Land Use Category 310.

² RM = Room

Table 2

Special Event Trip Generation

Event Type	Weekday							Weekend Day			
	Peak Hour						Daily	Peak Hour			Daily
	Morning			Evening				Mid-Day			
	Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total	
Major Special Event ¹	1	1	2	1	1	2	8	129	12	141	320
Minor Special Event ²	1	1	2	67	6	73	168	67	6	73	160
Agritourism ³	1	1	2	1	1	2	8	24	24	48	352

¹There may be up to 13 major special events (community and private) with up to 200 guests. They will occur on the weekends. They may start as early as 10:00 AM and have to end by 10:00 PM. They will last 4-6 hours and guests will remain on-site during the entire event. 20 guests could be staying at the bed and breakfast. Food vendors will be coming from off-site. It is assumed that 1.5 guests will be in each vehicle. It is assumed that there will be up to 10% vendors. It is assumed that there will be up to 10% ride sharing services.

²There may be up to 22 minor special events in the daytime and afternoon (i.e. family reunion, corporate retreat, team building events, movie nights, and rehearsal dinners) with up to 100 guests. They may start as early as 10:00 AM and have to end by 9:00 PM. They will last 2-4 hours and guests will remain on-site during the entire event. 20 guests could be staying at the bed and breakfast. Food vendors will be coming from off-site. It is assumed that 1.5 guests will be in each vehicle. It is assumed that there will be up to 10% vendors. It is assumed that there will be up to 10% ride sharing services.

³There may be up to 15 seasonal agritourism based events (u-pick apple, pumpkin patch, fall festival, and farmer markets). They will occur on the weekends during apple picking season. They may start as early as 11:00 AM and have to end by 7:00 PM. It is estimated that up to 60 patrons could be on-site. Patrons will be on-site for 1-2 hours. It is assumed that 2.5 patrons will be in each vehicle. It is assumed that there will be up to 10% vendors.

Table 3
Trip Generation Summary¹

Event Type	Weekday							Weekend Day			
	Peak Hour						Daily	Peak Hour			Daily
	Morning			Evening				Mid-Day			
	Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total	
Hotel Only	1	1	2	2	1	3	42	2	2	4	41
Major Special Event (up to 13 per year)											
Hotel	1	1	2	2	1	3	42	2	2	4	41
Major Special Event	1	1	2	1	1	2	8	129	12	141	320
Hotel Discount (50% of hotel capacity)	0	0	0	1	0	1	21	1	1	2	20
Total	2	2	4	4	2	6	71	132	15	147	381
Minor Special Event (up to 22 per year)											
Hotel	1	1	2	2	1	3	42	2	2	4	41
Minor Special Event	1	1	2	67	6	73	168	67	6	73	160
Hotel Discount (50% of hotel capacity)	0	0	0	1	0	1	21	1	1	2	20
Total	2	2	4	70	7	77	231	70	9	79	221
Agritourism Events (up to 15 days per year)											
Hotel	1	1	2	2	1	3	42	2	2	4	41
Agritourism	1	1	2	1	1	2	8	24	24	48	352
Total	2	2	4	3	2	5	50	26	26	52	393

¹See Tables 1 and 2.

Figure 1
Project Location Map

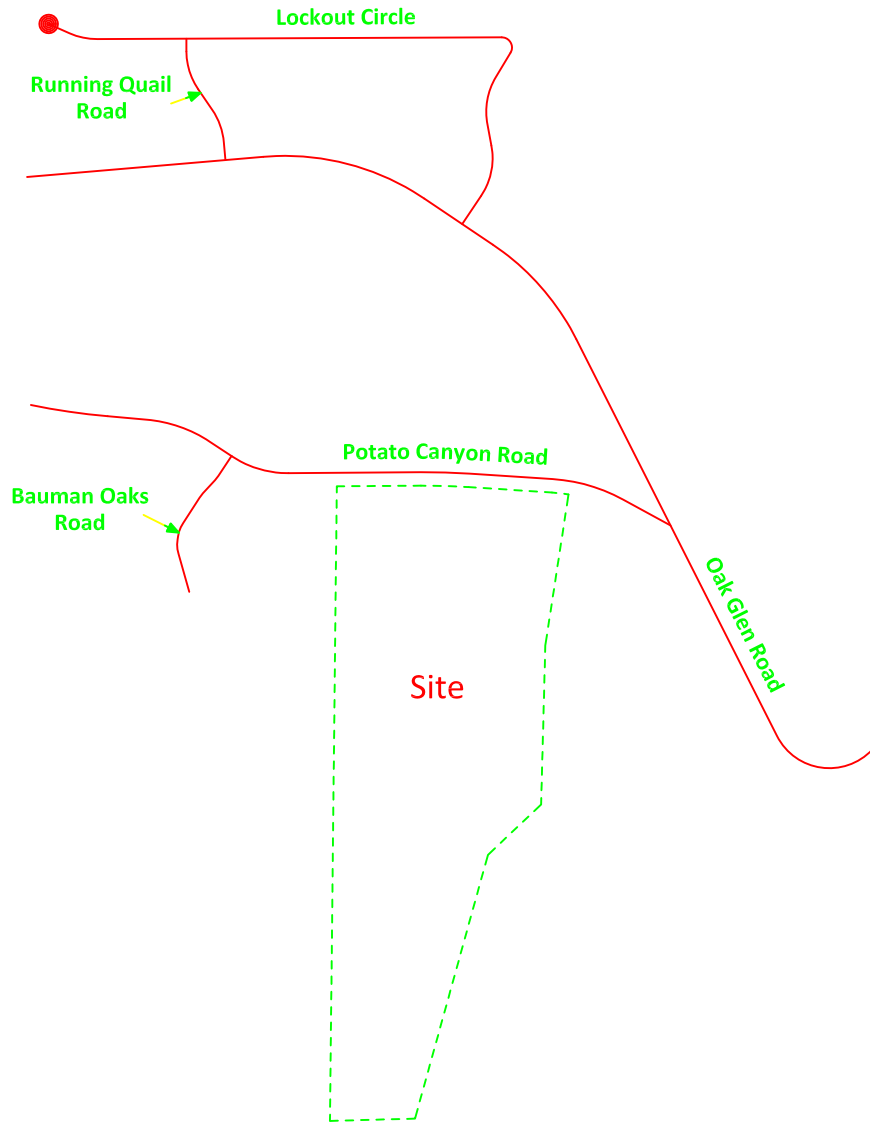
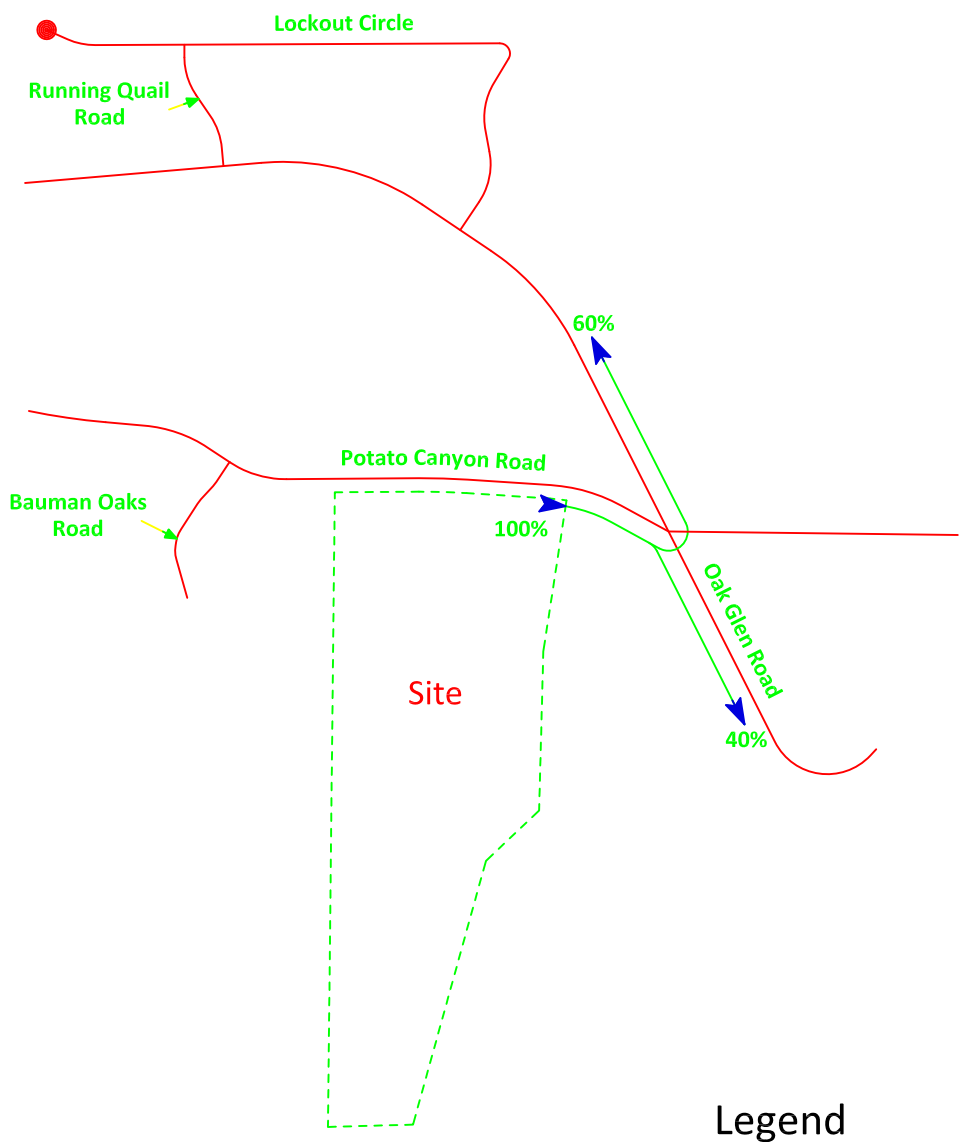


Figure 3
Project Trip Distribution



Legend

10% = Percent To/From Project



APPENDIX A

GLOSSARY OF TRANSPORTATION TERMS

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete

signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that

are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all

trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Detailed Trip Generation Data

Detailed Trip Generation Calculations - Major Special Events

Time Period	Weekday			Weekend Day		
	Inbound	Outbound	Peak Hour Total	Inbound	Outbound	Peak Hour Total
12:00 AM to 12:15 AM						
12:15 AM to 12:30 AM						
12:30 AM to 12:45 AM						
12:45 AM to 1:00 AM						
1:00 AM to 1:15 AM						
1:15 AM to 1:30 AM						
1:30 AM to 1:45 AM						
1:45 AM to 2:00 AM						
2:00 AM to 2:15 AM						
2:15 AM to 2:30 AM						
2:30 AM to 2:45 AM						
2:45 AM to 3:00 AM						
3:00 AM to 3:15 AM						
3:15 AM to 3:30 AM						
3:30 AM to 3:45 AM						
3:45 AM to 4:00 AM						
4:00 AM to 4:15 AM						
4:15 AM to 4:30 AM						
4:30 AM to 4:45 AM						
4:45 AM to 5:00 AM						
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5:45 AM to 6:00 AM						
6:00 AM to 6:15 AM						
6:15 AM to 6:30 AM						
6:30 AM to 6:45 AM						
6:45 AM to 7:00 AM						
7:00 AM to 7:15 AM				3		
7:15 AM to 7:30 AM				3		
7:30 AM to 7:45 AM				3		
7:45 AM to 8:00 AM				3		
8:00 AM to 8:15 AM	1	1	2	2		
8:15 AM to 8:30 AM						
8:30 AM to 8:45 AM						
8:45 AM to 9:00 AM						
9:00 AM to 9:15 AM						
9:15 AM to 9:30 AM						
9:30 AM to 9:45 AM						
9:45 AM to 10:00 AM						
10:00 AM to 10:15 AM						
10:15 AM to 10:30 AM						
10:30 AM to 10:45 AM						
10:45 AM to 11:00 AM						
11:00 AM to 11:15 AM	1	1				
11:15 AM to 11:30 AM						
11:30 AM to 11:45 AM						
11:45 AM to 12:00 PM				5		
12:00 PM to 12:15 PM	1	1		20	2	141
12:15 PM to 12:30 PM				50	5	
12:30 PM to 12:45 PM				50	5	
12:45 PM to 1:00 PM				9		
1:00 PM to 1:15 PM						
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5:00 PM to 5:15 PM	1	1	2			
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5:45 PM to 6:00 PM						
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6:15 PM to 6:30 PM						
6:30 PM to 6:45 PM						
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7:00 PM to 7:15 PM						
7:15 PM to 7:30 PM						
7:30 PM to 7:45 PM						
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8:00 PM to 8:15 PM				5	40	
8:15 PM to 8:30 PM				2	14	
8:30 PM to 8:45 PM						
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9:45 PM to 10:00 PM						
10:00 PM to 10:15 PM						
10:15 PM to 10:30 PM						
10:30 PM to 10:45 PM						
10:45 PM to 11:00 PM					3	
11:00 PM to 11:15 PM					3	
11:15 PM to 11:30 PM					3	
11:30 PM to 11:45 PM					3	
11:45 PM to 12:00 AM					2	
Daily		8			320	

Peak Period:

Peak Hour:

Detailed Trip Generation Calculations - Minor Special Events

Time Period	Weekday			Weekend Day		
	Inbound	Outbound	Peak Hour Total	Inbound	Outbound	Peak Hour Total
12:00 AM to 12:15 AM						
12:15 AM to 12:30 AM						
12:30 AM to 12:45 AM						
12:45 AM to 1:00 AM						
1:00 AM to 1:15 AM						
1:15 AM to 1:30 AM						
1:30 AM to 1:45 AM						
1:45 AM to 2:00 AM						
2:00 AM to 2:15 AM						
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6:00 AM to 6:15 AM						
6:15 AM to 6:30 AM						
6:30 AM to 6:45 AM						
6:45 AM to 7:00 AM						
7:00 AM to 7:15 AM						
7:15 AM to 7:30 AM						
7:30 AM to 7:45 AM						
7:45 AM to 8:00 AM						
8:00 AM to 8:15 AM	1	1	2			
8:15 AM to 8:30 AM						
8:30 AM to 8:45 AM						
8:45 AM to 9:00 AM						
9:00 AM to 9:15 AM						
9:15 AM to 9:30 AM						
9:30 AM to 9:45 AM				1		
9:45 AM to 10:00 AM				2		
10:00 AM to 10:15 AM				2		
10:15 AM to 10:30 AM				2		
10:30 AM to 10:45 AM						
10:45 AM to 11:00 AM						
11:00 AM to 11:15 AM	1	1				
11:15 AM to 11:30 AM						
11:30 AM to 11:45 AM						
11:45 AM to 12:00 PM				10	2	73
12:00 PM to 12:15 PM	1	1		17	2	
12:15 PM to 12:30 PM				40	2	
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12:45 PM to 1:00 PM						
1:00 PM to 1:15 PM						
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1:45 PM to 2:00 PM						
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2:30 PM to 2:45 PM						
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3:30 PM to 3:45 PM	2			2	37	
3:45 PM to 4:00 PM	2			2	20	
4:00 PM to 4:15 PM				2	12	
4:15 PM to 4:30 PM					2	
4:30 PM to 4:45 PM					2	
4:45 PM to 5:00 PM					1	
5:00 PM to 5:15 PM			73			
5:15 PM to 5:30 PM	10	2				
5:30 PM to 5:45 PM	17	2				
5:45 PM to 6:00 PM	40	2				
6:00 PM to 6:15 PM		1				
6:15 PM to 6:30 PM						
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9:00 PM to 9:15 PM	2	37				
9:15 PM to 9:30 PM	2	20				
9:30 PM to 9:45 PM	2	12				
9:45 PM to 10:00 PM		2				
10:00 PM to 10:15 PM		2				
10:15 PM to 10:30 PM		1				
10:30 PM to 10:45 PM						
10:45 PM to 11:00 PM						
11:00 PM to 11:15 PM						
11:15 PM to 11:30 PM						
11:30 PM to 11:45 PM						
11:45 PM to 12:00 AM						
Daily		168			160	

Peak Period:

Peak Hour:

Detailed Trip Generation Calculations - Agritourism

Time Period	Weekday			Weekend Day		
	Inbound	Outbound	Peak Hour Total	Inbound	Outbound	Peak Hour Total
12:00 AM to 12:15 AM						
12:15 AM to 12:30 AM						
12:30 AM to 12:45 AM						
12:45 AM to 1:00 AM						
1:00 AM to 1:15 AM						
1:15 AM to 1:30 AM						
1:30 AM to 1:45 AM						
1:45 AM to 2:00 AM						
2:00 AM to 2:15 AM						
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6:30 AM to 6:45 AM						
6:45 AM to 7:00 AM						
7:00 AM to 7:15 AM						
7:15 AM to 7:30 AM						
7:30 AM to 7:45 AM						
7:45 AM to 8:00 AM						
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8:30 AM to 8:45 AM				2		
8:45 AM to 9:00 AM				2		
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9:15 AM to 9:30 AM						
9:30 AM to 9:45 AM						
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10:00 AM to 10:15 AM						
10:15 AM to 10:30 AM						
10:30 AM to 10:45 AM						
10:45 AM to 11:00 AM						
11:00 AM to 11:15 AM	1	1		6		
11:15 AM to 11:30 AM				6		
11:30 AM to 11:45 AM				6		
11:45 AM to 12:00 PM				6		
12:00 PM to 12:15 PM	1	1		6	6	48
12:15 PM to 12:30 PM				6	6	
12:30 PM to 12:45 PM				6	6	
12:45 PM to 1:00 PM				6	6	
1:00 PM to 1:15 PM				6	6	
1:15 PM to 1:30 PM				6	6	
1:30 PM to 1:45 PM				6	6	
1:45 PM to 2:00 PM				6	6	
2:00 PM to 2:15 PM				6	6	
2:15 PM to 2:30 PM				6	6	
2:30 PM to 2:45 PM				6	6	
2:45 PM to 3:00 PM				6	6	
3:00 PM to 3:15 PM				6	6	
3:15 PM to 3:30 PM				6	6	
3:30 PM to 3:45 PM				6	6	
3:45 PM to 4:00 PM				6	6	
4:00 PM to 4:15 PM				6	6	
4:15 PM to 4:30 PM				6	6	
4:30 PM to 4:45 PM				6	6	
4:45 PM to 5:00 PM				6	6	
5:00 PM to 5:15 PM	1	1	2	6	6	
5:15 PM to 5:30 PM				6	6	
5:30 PM to 5:45 PM				6	6	
5:45 PM to 6:00 PM				6	6	
6:00 PM to 6:15 PM				6	6	
6:15 PM to 6:30 PM				6	6	
6:30 PM to 6:45 PM				6	6	
6:45 PM to 7:00 PM				6	6	
7:00 PM to 7:15 PM						
7:15 PM to 7:30 PM						
7:30 PM to 7:45 PM						
7:45 PM to 8:00 PM						
8:00 PM to 8:15 PM					2	
8:15 PM to 8:30 PM					2	
8:30 PM to 8:45 PM					2	
8:45 PM to 9:00 PM					2	
9:00 PM to 9:15 PM						
9:15 PM to 9:30 PM						
9:30 PM to 9:45 PM						
9:45 PM to 10:00 PM						
10:00 PM to 10:15 PM						
10:15 PM to 10:30 PM						
10:30 PM to 10:45 PM						
10:45 PM to 11:00 PM						
11:00 PM to 11:15 PM						
11:15 PM to 11:30 PM						
11:30 PM to 11:45 PM						
11:45 PM to 12:00 AM						
Daily		8			352	

Peak Period:

Peak Hour: