Monterey Transportation and Parking Charrette

June 28-30, 2011
Lighthouse / Foam

June 28, 2011
3:00pm-5:00pm
Project Team

- Wald Ruhnke & Dost Architects \ Slavik Group
- Fehr & Peers
- Nelson \ Nygaard
- City of Monterey Planning, Engineering and Environmental Compliance

Introductions
Goals are: day 1, comments on the solutions and criteria, day 2 participation / refinements of solutions, day 3 selection of alternatives
A *charrette* refers to a collaborative session in which a group of designers develop a solution to a design problem. Charrettes serve as a way of quickly generating and refining design solutions while integrating the capabilities and interests of a diverse group of people.
Purpose and Objective

- Create a Multi-Modal Citywide Transportation and Parking Plan
- Implement General Plan Goals
- Provide technical information for master planning efforts
Four major planning efforts are underway: The Waterfront Master Plan, the Downtown Specific Plan, the Lighthouse/Foam Specific Plan, and the North Fremont Specific Plan.
These are the General Plan goals applicable to the Citywide Transportation and Parking Study and the ongoing planning efforts.
Based on the public input to date, we will present transportation and parking criteria, solutions, and evaluation of the solutions to generate discussion and determine whether the solutions adequately address the issues and goals identified by the community.
Intent of the process for Day 1 presentations is to get input on these areas.
Circulation issues within the Lighthouse and Foam planning area include narrow parking lanes on Lighthouse, poor circulation opportunities due to left turn restrictions, the economic health of businesses, congestion with commuter traffic, delivery, pedestrian and bicycle safety and access, transit access, and access to Cannery Row.
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This is the typical routing for getting back to Lighthouse if you miss a destination.
These criteria address the General Plan goals as well as issues that were identified during numerous public workshops over the years that focused on Lighthouse and Foam.
These are the three alternatives analyzed for Lighthouse.
This solution maintains existing one-way configuration on Foam, but Lighthouse is converted to a one-way street in the southbound direction.
Solution –
One Way
Couplet
Solution – One Way Couplet

Maintains existing one-way configuration on Foam, but Lighthouse is converted to a one-way street in the southbound direction.
This alternative achieves these criteria.
A reverse couplet is another alternative that has been developed.
Solution – Reverse Couplet
Solution – Reverse Couplet

Reversing traffic flow will either occur through grade separation in Lighthouse or at intersection of Del Monte/Lighthouse in Downtown.
Solution – Reverse Couplet
<table>
<thead>
<tr>
<th>Solution Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Increases pedestrian safety</td>
</tr>
<tr>
<td>✓ Accommodates safe bicycle travel</td>
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<tr>
<td>✓ Decreases traffic speeds through business district</td>
</tr>
<tr>
<td>✓ Supports economic vitality of Lighthouse businesses</td>
</tr>
<tr>
<td>✓ Accommodates delivery vehicles</td>
</tr>
<tr>
<td>✓ Increases parking lane width</td>
</tr>
<tr>
<td>✓ Provides access to Cannery Row garages</td>
</tr>
<tr>
<td>✓ Supports economic vitality of Cannery Row businesses</td>
</tr>
<tr>
<td>✓ Preserves residential character of Hawthorn Street</td>
</tr>
<tr>
<td>✓ Allows left turns</td>
</tr>
<tr>
<td>✓ Accommodates BRT/WAVE</td>
</tr>
</tbody>
</table>

This alternative achieves these criteria.
This alternative has been developed previously and converts Hawthorne to one way.
Solution –
4 To 3
Conversion
Solution –
4 To 3 Conversion
Solution Evaluation

✓ Increases pedestrian safety
✓ Accommodates safe bicycle travel
✓ Decreases traffic speeds through business district
✓ Supports economic vitality of Lighthouse businesses
✓ Accommodates delivery vehicles
✓ Increases parking lane width
✓ Provides access to Cannery Row garages
✓ Supports economic vitality of Cannery Row businesses
  o Preserves residential character of Hawthorne Street
✓ Allows left turns
✓ Accommodates BRT/WAVE

This solution achieves some criteria.
Circulation pattern with different alternatives.
Solution Evaluation: Reverse Couplet

Circulation pattern with different alternatives.
Circulation pattern with different alternatives.
Connection to Downtown

- Alternative 1 Del Monte/Washington configuration provides basis for either couplet or 4-3 conversion alternative
- For reverse couplet, will need to reverse flows at the other end of the tunnel
Connection to Downtown

- Alternative 2 Del Monte/Washington Configuration provides basis for reverse couplet alternative
### Solution Evaluation

<table>
<thead>
<tr>
<th></th>
<th>One Way Couple</th>
<th>Reverse Couple</th>
<th>4 to 3 Conversion</th>
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<tbody>
<tr>
<td>Pedestrian Safety</td>
<td>++</td>
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<tr>
<td>Bicycle Travel</td>
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<tr>
<td>Decreased Traffic Speeds</td>
<td>+</td>
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<tr>
<td>Increases Parking Lane Width</td>
<td>+++</td>
<td>+++</td>
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<tr>
<td>Access to Cannery Row Garages</td>
<td>++</td>
<td>++</td>
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<tr>
<td>Economic Vitality of Cannery Row</td>
<td>++</td>
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<td>++</td>
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<tr>
<td>Allows Left Turns</td>
<td>++</td>
<td>++</td>
<td>++</td>
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<tr>
<td>Accommodates BRT/WAVE</td>
<td>++</td>
<td>++</td>
<td>++</td>
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<tr>
<td>Residential Character of Hawthorne</td>
<td>++</td>
<td>++</td>
<td>-</td>
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<tr>
<td>Supports Economic Vitality of Lighthouse</td>
<td>-</td>
<td>++</td>
<td>+++</td>
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<tr>
<td>Accommodates Delivery Vehicles</td>
<td>++</td>
<td>++</td>
<td>+++</td>
</tr>
</tbody>
</table>

All meet same criteria

Preliminary evaluation of alternatives based on key criteria
Break for Discussion
Bicycle Solutions: Lighthouse Bicycle Network

• Lighthouse bicycle issues
  • Limited number of bicycle lanes and routes
  • Connections from Coastal Trail into neighborhoods are not easy
  • Bike parking is limited
Bicycle Solutions: Downtown Bicycle Network

- City Bicycle Transportation Plan adopted in 2009
  - Recommended bike “boulevards” on Laine/Hawthorne Streets
  - Connections from boulevard to Coastal Trail via Hoffman
Bicycle Solutions: Lighthouse Bicycle Network

Legend
- Parks & Open Spaces
- Bicycle Boulevard
- Existing Class I Bicycle Path
- Proposed Class II Bike Lane
- Proposed Class II Bike Lane (uphill) and Class III Bike Route (downhill)
- Proposed Class III Bike Route

Source: Monterey Bicycle Master Plan (2006)
Bicycle Solutions

- Bicycle boulevards
Bicycle Solutions

- Innovative treatments in City Bicycle Transportation Plan
  - Bike boxes
  - Colored bike lanes
Bicycle Solutions: Additional Considerations

- Creating easy trail connections
- Creating an identity for the Citywide bike network
  - Helps emphasize the goal of bicycle connectivity
Bicycle Solutions: Other innovative treatments

- Raised/buffered bike lanes
  - Recent installations in New York, San Francisco, Cambridge
- Bicycle signal heads
  - Examples in Davis, Long Beach
- Bikesharing
  - Bay Area program in 2011/12
Break for Discussion
Walking Solutions

- Widen sidewalks on key corridors
Walking Solutions

- Easier street crossings: New or larger pedestrian "bulbouts" at intersections
Transit Solutions
Transit Solutions

• Existing Routes
Transit Solutions

• Key Transit Corridors
Transit Solutions

- Solutions for Transit
  - Ensure right turning automobile do not conflict with buses
  - Use transit signal priority on BRT corridor
  - Ensure adequate waiting areas
  - Design high quality, sheltered, bus stops
Break for Discussion
Parking concerns include these two topics.

- Stops overflow into the neighborhoods
- Supports economic vitality of Lighthouse businesses
Parking – Discussion Topics

• Lighthouse/Cannery Row Today: Existing Conditions
• Trends
• Strategies
  • Supply Enhancement
  • Demand Management
  • Zoning & Incentives
• Currently
  • 46% of spaces occupied
  • 2,716 of 5,068 spaces vacant.
• Future
  • 62% of spaces occupied
  • 1,949 of 5,068 spaces vacant.
• High on-street occupancy on Cannery Row, Wave, and Hawthorne
Friday, April 8, 2011 8 – 10 pm

- Currently
  - 43% of spaces occupied
  - 2,889 of 5,068 spaces vacant.
- Future
  - 57% of spaces occupied
  - 2,184 of 5,068 spaces vacant.

- High on-street occupancy on Cannery Row, Wave, Lighthouse, and Hawthorne
Saturday, April 9, 2011 2 – 4 pm

• Currently
  • 64% of spaces occupied
  • 1,845 of 5,068 spaces vacant.

• Future
  • 84% of spaces occupied
  • 793 of 5,068 spaces vacant.

• High on-street occupancy on Cannery Row, Wave, and Hawthorne
• Higher off-street occupancy
Strategies

• Supply Enhancement
• Demand Management
• Zoning & Incentives
Strategies: Supply Enhancement

Real-time availability signs in Cannery Row Garage and online

- Digital displays provide real-time information about available supply
- Benefits:
  - Increases utilization
  - Maximizes efficiency
  - Enables info sharing via web and mobile devices
  - Reduces cruising
Wayfinding signs to major parking facilities (Cannery Row garage, and public lots)

http://www.flickr.com/photos/striatic/1585302/sizes/m/in/photostream/
Strategies: Supply Enhancement

Valet and tandem parking in Cannery Row garage during summer weekends.

Valet Parking: Utilizes vacant remote spaces for front-door demand

• Benefits:
  • Better utilization of scarce curb space
  • Well-received by restaurant patrons
  • Technology makes retrieval customer-friendly
Strategies: Supply Enhancement

Tandem Parking = end to end

• Benefits:
  • Increases supply
  • Increases revenue
  • Effective when arrivals and departures are regular
  • Facilitates compact development

• Cost: None

http://www.flickr.com/photos/dylanpassmore/5582606903/sizes/m/in/photostream/
Strategies: Demand Management

Demand-responsive pricing
• Higher on-street parking prices with no time limits
• Lower off-street parking prices with no time limits
• Set meter hours to hours of use
• Benefits:
  • Maintains consistent turnover
  • Maximizes short-term parking availability
What should price of metered parking be?

Price of meters should be set to:
- Keep occupancy rates at 85% ideal (1 in 8 spaces will always be available: most convenient for parkers and reduces circling for parking which contributes to congestion)
- Encourage turnover of most-convenient curb parking spaces for customers
- Encourage long-term parkers or daily commuters to park in off-street lots & garages

Source: Central Petaluma Specific Plan, April 2002 Draft. Photo Credit: Patrick Siegman
<table>
<thead>
<tr>
<th>Location</th>
<th>Season</th>
<th>Current</th>
<th>Proposed</th>
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</thead>
<tbody>
<tr>
<td>Cannery Row &amp; Wave</td>
<td>Summer</td>
<td>$1.50/hour 2-4 hour time limits</td>
<td>Hours 1+2 $2/hour</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Hours 3+4 $4/hour</td>
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<td></td>
<td></td>
<td></td>
<td>Hours 5+6 $8/hour</td>
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<tr>
<td></td>
<td>Other</td>
<td>Hours 1+2 $1.50/hour</td>
<td>Hours 5+6 $6/hour</td>
</tr>
<tr>
<td>Foam</td>
<td>Summer</td>
<td>$1.50/hour 12 hour time limits</td>
<td>Hours 1+2 $1.50/hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Hours 3+4 $3/hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Hours 5+6 $6/hour</td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>Hours 1+2 $1.50/hour</td>
<td>Hours 5+6 $6/hour</td>
</tr>
<tr>
<td>Cannery Row Garage</td>
<td>Summer</td>
<td>$1.50/30 minutes + $18/max (1st hour free)</td>
<td>$2/hour + $18/max</td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td></td>
<td>$1.50/hour + $18/max</td>
</tr>
</tbody>
</table>
## Potential On-Street Pricing Structure

<table>
<thead>
<tr>
<th>Arrival Time</th>
<th>1st hour</th>
<th>2nd hour</th>
<th>3rd hour</th>
<th>4th hour</th>
<th>5th hour</th>
<th>6th hour</th>
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</thead>
<tbody>
<tr>
<td>9am to 10am</td>
<td>$1.50</td>
<td>$1.50</td>
<td>$3.00</td>
<td>$3.00</td>
<td>$6.00</td>
<td>$6.00</td>
</tr>
<tr>
<td>10am to 11am</td>
<td>$1.50</td>
<td>$1.50</td>
<td>$3.00</td>
<td>$3.00</td>
<td>$6.00</td>
<td>$6.00</td>
</tr>
<tr>
<td>11am to 12pm</td>
<td>$1.50</td>
<td>$1.50</td>
<td>$3.00</td>
<td>$3.00</td>
<td>$6.00</td>
<td>$6.00</td>
</tr>
<tr>
<td>12pm to 1pm</td>
<td>$1.50</td>
<td>$1.50</td>
<td>$3.00</td>
<td>$3.00</td>
<td>$6.00</td>
<td>$6.00</td>
</tr>
<tr>
<td>1pm to 2pm</td>
<td>$1.50</td>
<td>$1.50</td>
<td>$3.00</td>
<td>$3.00</td>
<td>$6.00</td>
<td>$6.00</td>
</tr>
<tr>
<td>2pm to 3pm</td>
<td>$1.50</td>
<td>$1.50</td>
<td>$3.00</td>
<td>$3.00</td>
<td>$6.00</td>
<td>$6.00</td>
</tr>
<tr>
<td>3pm to 4pm</td>
<td>$1.50</td>
<td>$1.50</td>
<td>$3.00</td>
<td>$3.00</td>
<td>$6.00</td>
<td>$6.00</td>
</tr>
<tr>
<td>4pm to 5pm</td>
<td>$1.50</td>
<td>$1.50</td>
<td>$3.00</td>
<td>$3.00</td>
<td>$6.00</td>
<td>$6.00</td>
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<tr>
<td>5pm to 6pm</td>
<td>$1.50</td>
<td>$1.50</td>
<td>$3.00</td>
<td>$3.00</td>
<td>$-</td>
<td>$-</td>
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<tr>
<td>6pm to 7pm</td>
<td>$1.50</td>
<td>$1.50</td>
<td>$3.00</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
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<tr>
<td>7pm to 8pm</td>
<td>$1.50</td>
<td>$1.50</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
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<tr>
<td>8pm to 9pm</td>
<td>$1.50</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
</tr>
</tbody>
</table>
Strategies: Zoning & Incentives

Shared & off-site parking zoning
- Multiple land uses share one parking lot
- City/Parking Corp can lease off-peak parking
- Benefits:
  - Reduces parking requirement up to 40 – 60% for new development
  - Reduces ‘cruising’
  - Facilitates more compact development
Strategies: Zoning & Incentives

• Revised Minimum/Maximum/Blended Parking Requirements
• Elimination or reduction of parking requirement, or creation of max limit
• Benefits:
  • Facilitates more compact development
<table>
<thead>
<tr>
<th></th>
<th>Current</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Shared</td>
<td>Reserved</td>
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<tr>
<td></td>
<td>Minimum</td>
<td>Maximum</td>
</tr>
<tr>
<td>Commercial</td>
<td>0-1,000 SF = 2.5/1,000 SF</td>
<td>1/1,000 SF</td>
</tr>
<tr>
<td></td>
<td>1,000 SF+ = 2/1,000 SF</td>
<td>1/1,000 SF</td>
</tr>
<tr>
<td>Lodging</td>
<td>1/room + 2/50 rooms</td>
<td>.5/room</td>
</tr>
<tr>
<td>Cultural</td>
<td>3.3/1,000 SF</td>
<td>1/1,000 SF</td>
</tr>
<tr>
<td>Residential - Rental</td>
<td>Studio – 1.2/unit</td>
<td>1/unit</td>
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<tr>
<td></td>
<td>1 BDR – 1.5/unit</td>
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<td></td>
<td>2 BDR – 2/unit</td>
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<td></td>
<td>3+ BDR – 2.5/unit</td>
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<tr>
<td></td>
<td>25+ Units - 2/unit</td>
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<tr>
<td>Residential - Owned</td>
<td>Studio - 2 BDR – 2/unit</td>
<td>1/unit</td>
</tr>
<tr>
<td></td>
<td>3+ BDR – 3/unit</td>
<td></td>
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</tbody>
</table>
Strategies: Zoning & Incentives

Residential Parking Benefit Districts
- Issue limited number of permits to residents within specified district.
- Others pay.
- Benefits:
  - Protects neighborhoods from spillover
  - Revenue can be reinvested in neighborhood
  - Flexible: allows for shared use during permitted hours
Strategies: Zoning & Incentives

- Commercial Parking Benefit Districts – Business
- Improvement District (BID)/Transportation Management Association (TMA)
- Revenues from on-street meters fund transport improvements in district
- Benefits:
  - Support transit/local shuttles
  - Improve pedestrian environment
  - Increase supply
Strategies: Zoning & Incentives

• Revised in-lieu fee schedule
• Fees paid by developer in exchange for reduced on-site parking requirement
• Benefits:
  • Revenue is used for building shared parking facilities and transportation demand management measures
  • Allows for more in-fill development, more uniform streetscape
• Costs
  • Developers pay annually per space
Strategies: Zoning & Incentives

Parking cash-out or Universal Transit Passes (MST “Group Discount Program”)

• Employees receive benefits in exchange for giving up parking

• Benefits:
  • Increases carpooling, biking, walking and transit ridership
  • Improves parking availability
Strategies: Zoning & Incentives

Unbundled parking pricing
• Requires parking to be sold/rented separate from property
• Benefits:
  • Increases housing affordability
  • Increases carpooling, biking, walking and transit ridership
  • Facilitates parking cash-out
This alternative achieves these criteria.

- Increases pedestrian safety
- Accommodates safe bicycle travel
- Decreases traffic speeds through business district
- Supports economic vitality of Lighthouse businesses
- Accommodates delivery vehicles
- Increases parking lane width
- Provides access to Cannery Row garages
- Supports economic vitality of Cannery Row businesses
- Preserves residential character of Hawthorne Street
- Allows left turns
- Accommodates BRT/WAVE
## Multi-Modal MOE's

### Evaluation Framework

- **Impacts/Constraints**: 4. Traffic & Parking Impacts; 5. Capital & Operating Costs; and 6. Constructive Impacts

### Improvements

<table>
<thead>
<tr>
<th>Corridor-wide Improvements</th>
<th>Transit Performance &amp; Riders Experience</th>
<th>Accessibility &amp; Pedestrian Safety</th>
<th>Streetscape Environment (neighborhood character)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Corridor-wide Improvements</strong></td>
<td><strong>Transit Reliability</strong></td>
<td><strong>Transit Travel Time</strong></td>
<td><strong>Waiting Time Experience</strong></td>
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<tr>
<td>Transit</td>
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<tr>
<td>Bus Bays</td>
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<td>Stop Upgrades</td>
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<td>Transit Signal Priority: Par-Side</td>
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<td>Stop consolidation</td>
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<tr>
<td>Pedestrian Safety</td>
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<tr>
<td>Crosswalks</td>
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<td>Traffic calming</td>
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<td>Re-stripe crosswalks</td>
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<td>Streetscape Environment</td>
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<td>Street Lighting</td>
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<td>Infill Plants</td>
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<tr>
<td>Landscaped Curb &amp; Sidewalks</td>
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<td>Arranged on Signal Controller Rings</td>
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<td>Location-specific Improvements / Packages</td>
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<td>Center Permeability</td>
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<td>Median strip</td>
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<td>Vegetation</td>
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<td>Lane reduction / angled parking</td>
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<td>Bike lanes</td>
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<tr>
<td>Northbound left turn phase only</td>
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<td>Northbound left turn pocket phase</td>
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<td>Bus lanes</td>
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<tr>
<td>Vehicular 25 mph turn restrictions</td>
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<td>30/40 Envelope</td>
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<tr>
<td>Stormwater Controls</td>
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<td>Randal/San Jose</td>
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<td>Signal intersections</td>
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<td>Northbound Advanced Warning Signs</td>
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