

COMMUNITY**Showcasing history**

Fixing the flag is only a part of the Bytown Museum's plans...

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ARTS & ENTERTAINMENT**Dim sum for the ears**Why downtown nightclubbers are feasting on World Beats and Eats
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What now?

Speeches, letters and a last-minute rally weren't enough to save the Booth Street Loeb grocery store. Are there any options remaining, and what's left for hungry shoppers in the downtown core? See News, p. 8. Photo by Darren Brown

Downtown intersections endanger pedestrians

*City holds pedestrian plan consultation this week*By **JIM DONNELLY**

JIM.DONNELLY@TRANSCONTINENTAL.CA

If you're standing at the OC Transpo stop at Bank and Chamberlain streets, across from the Clocktower Brew Pub, you may be waiting for a good deal more than just the bus.

That's because the intersection, along with a handful of others across the city, features a traffic island and right-turn "bleed-off" lane — one of the most dangerous and, according to city officials, disastrous feats of civil engineering in the city.

"Certainly the bleed-off lanes are very, very dangerous and that's why we want them out," said Capital Ward Coun. Clive Doucet, adding that the bus stop at Bank and Chamberlain only adds to the hazard.

"They're great for cars. Drivers love them, but they treat them as if they're on a freeway."

Dozens of pedestrians are struck at these types of intersections each year, according to city staff. The Glebe Traffic Plan of 2002 recommended that both the traffic island and right turn lane at Bank and Chamberlain be eliminated. Still, nothing has been done.

That's because of budget constraints that leave re-engineering of an intersection on hold until the road itself is scheduled to undergo reconstruction. Problem is, that could take years.

"It's in the plan to have it eliminated, but the plan is being implemented (slowly)," said Doucet. He said reconstruction of that section of Bank Street is still pending.

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