

CELOS INFORMATION BULLETIN: DUFFERIN GROVE PARK BIKE ACCESS PROBLEMS

The story so far:

**Robert Stewart to Councillor Adam Giambrone
Dec.11, 2006:**

“My wife and I live on Havelock Street, and a big part of why we bought in the neighborhood is its accessibility in terms of public transportation and proximity to the downtown by bicycle (we sold our car 3 years ago, and commute and take our son to school, as well as doing all our errands, by bike and by TTC). We do our shopping for groceries at Dufferin Mall (often towing a small bike trailer for our son), and get there by biking West from Havelock along the street that runs parallel to the north side of Dufferin Grove Park, then down the little path beside the clubhouse and down Dufferin Park Avenue to the lights.

The problem is that there are a lot of pedestrians walking along the sidewalk up from Dufferin and down to Dufferin, as well as bikes trying to go along the same route. A curb cut is lacking, to move bicycles up and down from the sidewalk strip running between Gladstone and Dufferin Park Ave., so that bikes can easily use Dufferin Park Avenue rather than sharing the sidewalk paralleling Dufferin Park Avenue with pedestrians (which is what they are doing now).”

Chris Gallop Jan.9 2007:

“...we can do the two bike curb cuts properly in the spring, and also replace the asphalt for the zamboni with permanent concrete at the same time. I'll talk to Sandy [Straw, Parks manager] and Transportation to get this coordinated.”



Looking East



Looking West towards mall

Chris Gallop, May 16 2007:

“We are trying to coordinate the curb cuts with a couple other projects on the north end of the rink house (e.g. a culvert under the sidewalk for the rink drainage, a new gate in the fence to access the rink). Hope to get them all moving this summer.”



No curb cut

Dufferin Grove Park Newsletter, September 2007:

Almost a year ago, cyclist Robert Stewart started lobbying the councillor's office about getting a small curb cut, leading down from the sidewalk by the rink house,

to stop bikes from using the sidewalk and endangering pedestrians. It seemed good to do the missing zamboni curb cut at the same time, giving bike and vehicle access to the new paved path at the east side of the rink. Parks supervisor Peter Leiss said it's a Transportation Services responsibility, but it took until the end of August to get a site meeting with staff from there. (Four of them had to come.) They said that it was actually the Parks supervisor's responsibility. So back to Mr. Leiss. Once he sends in the request for these simple changes, they'll get on the radar.

Chris Gallop, Sept. 21 2007: "I found out that Dufferin Park Ave. is in the Toronto Bike Plan for a signed bicycle route. I'm going to see if I can get the Cycling Infrastructure group to expedite the signage and see if they'll take on the curb cut by the rink house at the same time."

Recommendations:

1. Pave park bike paths

Dufferin Grove Park is heavily used, and it's also a de facto bike route. There are a few measures recognizing this, such as the asphalt ramp leading down from the south traffic light on Dufferin, right beside the stairs. But many of the paths used by bikes in the park are unpaved, and so they get deep ruts. However, the existing asphalt path north of the rink could be branched, in the same way as this bike path at Trinity Bellwoods Park.



South stairs and bike ramp



Bike ruts on main park path



Trinity Bellwoods forked path

2. Cut a gap into the barrier railing and fork the north path

The most popular suggestion for the north access is to cut through the dead end barrier in the same way as was done at Carlton Park in this picture.



Carlton park barrier cut

3. More bike rings needed



Full use of bike rinks

Four years ago, the park got its first bike rings, but more are needed. This was on the list for last year, but it never happened.



Rink railing

