

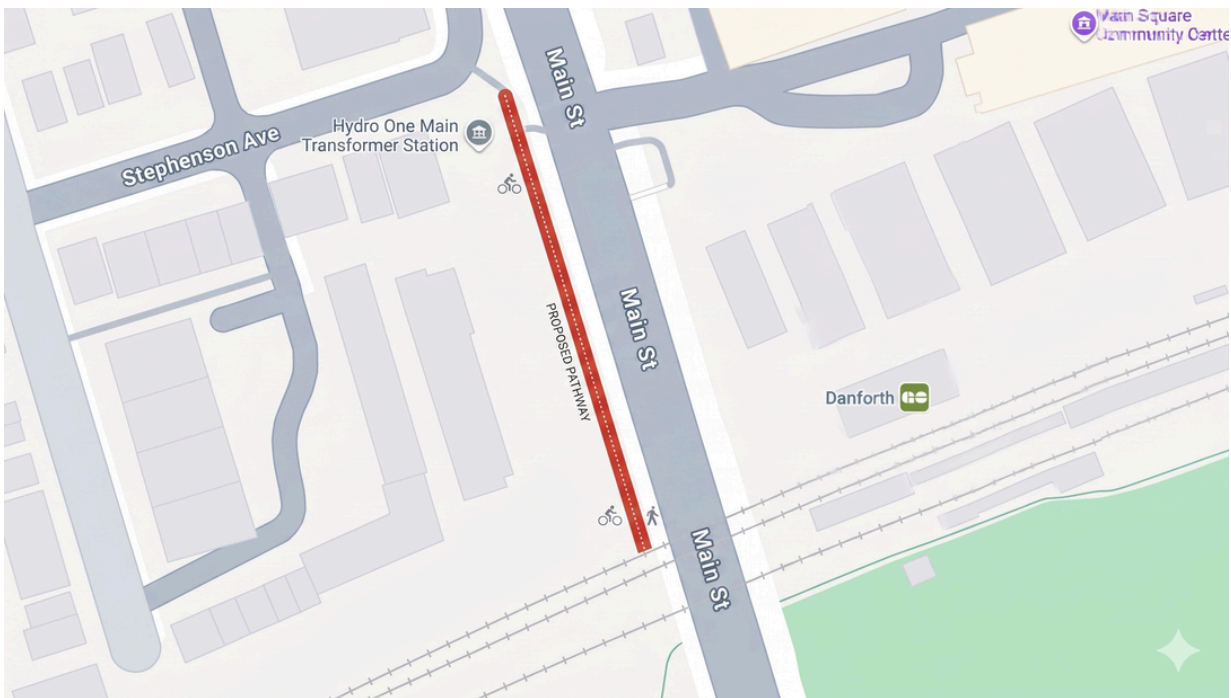
# Improving Safe Pedestrian Access to Danforth GO Station

## A Community-Led Proposal for a Stephenson Avenue Path Connection

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Community Petition

Community Survey



### 1. Introduction

This proposal outlines a practical, low-impact solution to improve safe pedestrian access to Danforth GO Station from the north side of the rail corridor via Stephenson Avenue. It is a community-driven idea supported by over 200 local residents through petitions and survey responses, and it aligns directly with the goals of improving pedestrian safety, transit access, and neighbourhood connectivity in a rapidly growing area of the city. This document is intended to show how a small, strategic piece of infrastructure can create long-term benefits for the community, the City, and Metrolinx.

## 2. The Problem Today

Residents accessing Danforth GO from the north-west side currently have no direct, safe pedestrian route to the station platform. Commuters must take a significantly longer path via Main Street, crossing a bridge with limited visibility, narrow sidewalks, vehicle congestion, winter hazards, and accessibility challenges. As density increases in the area, pedestrian traffic continues to grow without the infrastructure to support it. This is a pedestrian safety and access gap.

## 3. Why Stephenson Avenue Is the Logical Location

The Stephenson Avenue corridor presents a practical opportunity because the land is publicly owned, runs parallel to existing infrastructure, preserves greenery, and can connect directly to the north platform without rail disruption. This proposal does not require land acquisition or major structural work. It is a smart use of existing space.

## 4. What the Community Is Proposing

A paved, wheelchair-accessible path with lighting, signage, a PRESTO tap point, and fencing separation from the Hydro One driveway. A small addition with major safety and accessibility impact.

## 5. Benefits to Metrolinx

Improves safe access, rider experience, supports GO Expansion goals, reduces unsafe pedestrian patterns, and increases ridership from the surrounding catchment.



## 6. Benefits to the City of Toronto

Supports sidewalk expansion, Vision Zero, active transportation, transit-oriented planning, and reduces congestion on the Main Street bridge.

## 7. Community Support

Backed by over 200 residents, a large upcoming community meeting, and local media attention highlighting the need for safer access.

## 8. Shared Opportunity Between the City and Metrolinx

The City can deliver the path using sidewalk programs while Metrolinx enables the platform connection with lighting, signage, and a tap point.

## 9. The Proposed Route

The path begins at Stephenson Avenue, runs parallel to the rail corridor and Hydro One driveway, weaves through existing trees, and arrives at the north Danforth GO platform.

## 10. Closing Statement

This proposal asks to use existing public space to solve a real and growing safety issue. With coordination between the City of Toronto and Metrolinx, this connection can become lasting infrastructure that improves safety and accessibility for decades.

