

## **Traffic Calming (Speed Hump) - Tracy Street**

**Date:** April 11, 2025

**To:** Toronto and East York Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 13, Toronto Centre

### **SUMMARY**

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This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services is recommending the installation of a speed hump on Tracy Street, between Sydenham Street and Shuter Street. This report will replace the existing two speed bumps on this street with a single speed hump. This change will continue to provide traffic calming on this roadway and eliminate the frequent damage and dislodging of the existing speed bumps during snow removal operations.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council rescind the existing speed bumps on Tracy Street, between Sydenham Street and Shuter Street, as shown on Attachment 2, Drawing 421F-7129, dated August 2003.
2. Toronto and East York Community Council authorize the installation of a speed hump on Tracy Street, between Sydenham Street and Shuter Street.
3. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of one speed hump on Tracy Street, between Sydenham Street and Shuter Street, generally as shown on Attachment 1 and 2, Drawings TC-465, dated February 2025, and 421F-7129, dated August 2003, attached to the report entitled "Traffic Calming (Speed Hump) - Tracy Street" from the Director, Traffic Management, Transportation Services.

## **FINANCIAL IMPACT**

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The estimated cost for installing one speed hump and the removal of two speed bumps on Tracy Street is \$6,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Transportation Services received a request from the Ward Councillor, on behalf of area residents, to replace the existing two speed bumps with a single speed hump on Tracy Street, between Sydenham Street and Shuter Street. According to residents, the existing speed bumps are frequently dislodged and damaged during snow removal operations.

### **Existing Conditions**

Tracy Street is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates one-way northbound traffic on a pavement width of approximately 6 metres, between Sydenham Street and the first lane north, and approximately 4 metres, between Shuter Street and the first lane south
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street, between Sydenham Street and the first lane north, and there are no sidewalks on either side of the street, between Shuter Street and the first lane south.
- There are two speed bumps installed, between Sydenham Street and Shuter Street
- Vehicles over 2 metres are prohibited from travelling on this street

The land use in the area consists of detached and townhouse residential dwellings. This subject section of Tracy Street is not within designated a Community Safety Zone.

A map of the area and proposed location of the speed hump is included in Attachment 1.

## Study Results

Tracy Street, between Sydenham Street and the first lane north, has the characteristics of a typical roadway. This section has sidewalks on both sides, is made of asphalt, crests in the middle and water drains towards the curbs into catch basins. By contrast, the section between Shuter Street and the first lane south, is more typical of a lane. This section does not have sidewalks, is quite narrow, made of concrete, and water drains towards the middle.

With respect to traffic calming measures, the City of Toronto's Traffic Calming Policy generally recommends speed humps and speed cushions for roadways and speed bumps for public lanes. The specific differences between the two are described as follows:

**Speed humps** are raised mounds of asphalt installed across the full width of a roadway. They are tapered towards the gutter to not impede storm water drainage. Speed humps are designed and placed at intervals along a roadway segment to encourage a consistent 30 km/h travel speed – motorists traveling at speeds greater than 30 km/h will experience discomfort when going over a speed hump. Speed humps can be installed on local and collector roadways that receive winter maintenance.

**Speed bumps** are considerably shorter than speed humps and are found in low-speed environments, such as lanes. Speed bumps encourage drivers to cross at no more than 10-15 km/h. Speed bumps can only be installed in laneways that do not receive snow plowing – only salting – as they are not designed to be traversed by snow plows.

In 2003, City Council approved two speed bumps for this section of Tracy Street. Speed bumps were recommended at the time as this roadway functioned more like a lane. However, the speed bumps would often become damaged or dislodged during snow removal operation creating a safety hazard for all road users.

The Ward Councillor, in consultation with residents and Transportation Services, requested that the existing speed bumps be removed and that a speed hump be implemented on Tracy Street, in the section between Sydenham Street and the first lane north, which has the characteristics of a roadway. This proposal will continue to provide a speed deterrent on this section of Tracy Street and will resolve the matter of speed bumps becoming damaged or dislodged during snow removal operations.

No alterations to parking regulations will be required by the installation of speed hump. Installation of speed hump will have minimal effect on winter services, street cleaning and garbage collection.

The Ward Councillor has been advised of the recommendations in this report.

## **CONTACT**

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## **SIGNATURE**

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for

Roger Browne, M.A.Sc., P. Eng.  
Director, Traffic Management, Transportation Services

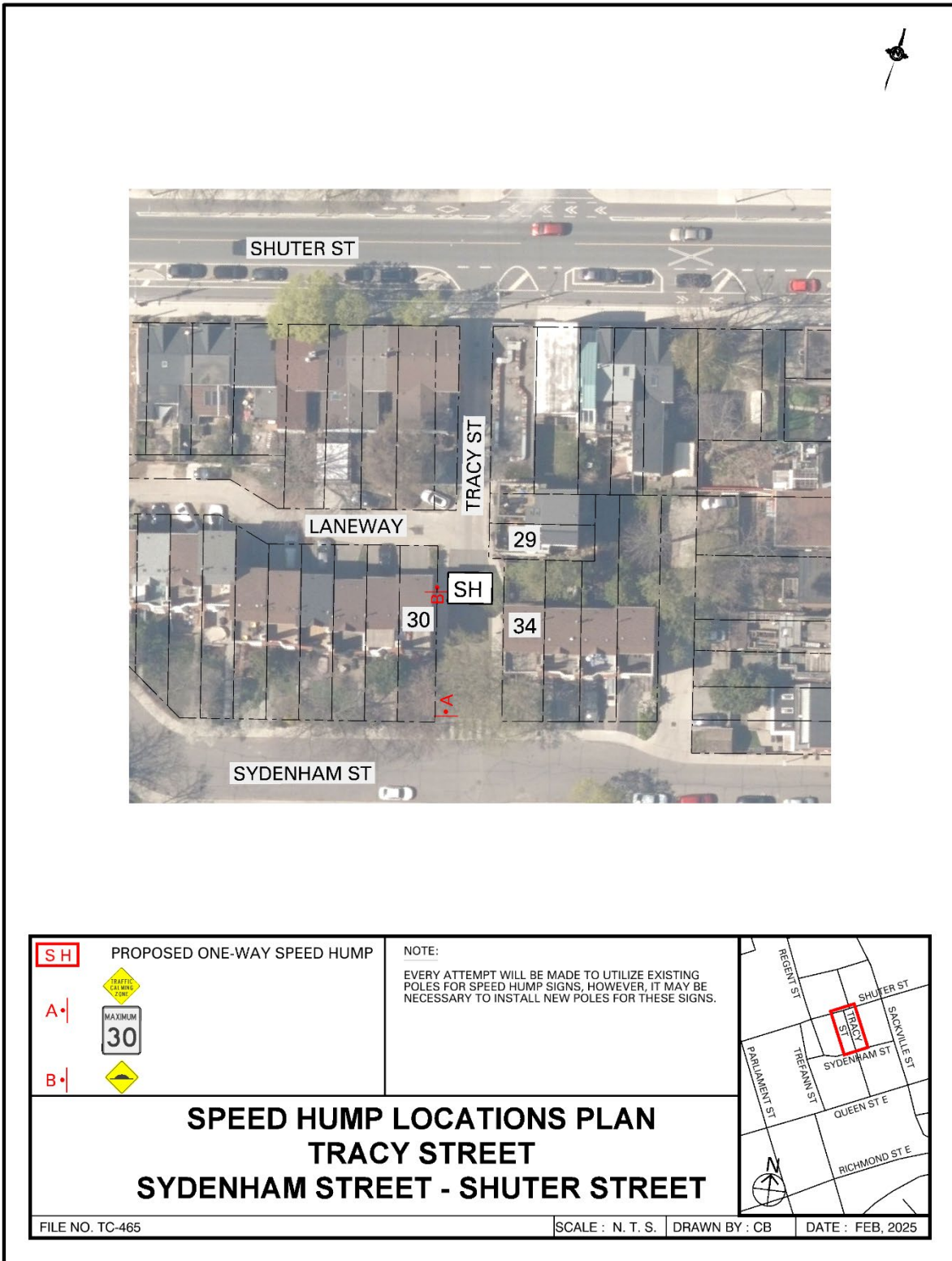
## **ATTACHMENTS**

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Attachment 1: Speed Hump Location Plan - Tracy Street, Sydenham Street - Shutter Street

Attachment 2: Speed Bump and Sign Layout - Tracy Street, Shutter Street - Queen Street East

Attachment 1: Speed Hump Location Plan - Tracy Street, Sydenham Street - Shutter Street



	<b>PROPOSED ONE-WAY SPEED HUMP</b>	<b>NOTE:</b> EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.		
<b>A.</b>  <b>B.</b>	<b>SPEED HUMP LOCATIONS PLAN          TRACY STREET          SYDENHAM STREET - SHUTER STREET</b>			
FILE NO. TC-465		SCALE : N. T. S.	DRAWN BY : CB	DATE : FEB, 2025

Attachment 2: Speed Bump and Sign Layout - Tracy Street, Shutter Street - Queen Street East

