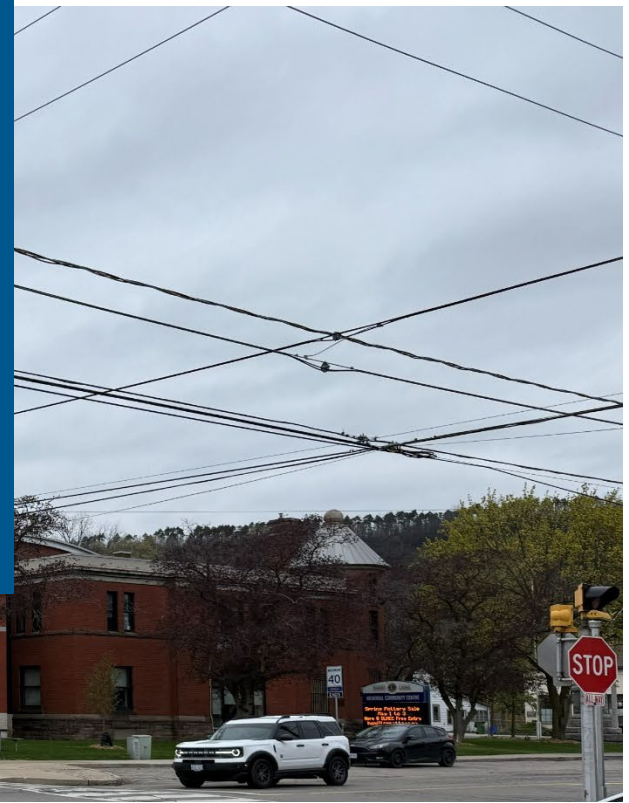




Hatt Street Public Meeting July 21, 2026



Land Acknowledgement

- The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.
- Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

R Zone



RESPECT FOR YOURSELF ✓
RESPECT FOR OTHERS ✓
RESPONSIBILITY FOR YOUR ACTIONS ✓

The RZone policy applies to anyone using City of Hamilton buildings, facilities, services, programs, parks and trails. Examples of conduct that is contrary to the RZone policy are:

- | | |
|--------------------------------|---|
| ✗ Verbal assault | ✗ Vandalism |
| ✗ Inciting violence | ✗ Alcohol use in non-licensed facilities |
| ✗ Threats | ✗ Illegal drug use |
| ✗ Intimidation | ✗ Racism and/or use of racial, ethnic, or other slurs |
| ✗ Physical violence or assault | ✗ Harassment |
| ✗ Theft | ✗ Contravention of City by-laws or policies |
| ✗ Weapons possession | |
| ✗ Property damage | |

Learn more at:
hamilton.ca/rzone



Introduction

Design

- Carson McKean, Project Manager
- Parham Salehi, Senior Project Manager
- Susan Jacobs, Manager

Transportation Engineering

- Mushfiqur Rahman, Superintendent
- Brian Le, Project Manager

Transportation

- Steve Molloy, Manager
- Mike Field, Transportation Operations
- Peter Topalovic, Active Transportation and Mobility

Construction

- Paul McShane, Construction SPM

MTE Consultants

- Vince Pugliese, Project Manager
- Evan Spinney, Project Manager
- Patrick Brisenio, Designer

Agenda

- Purpose of the Meeting
- Project Background and Area
- Project Scope and Outcomes
- Streetscaping Enhancements
- Summary of Project Benefits
- Questions/Answers

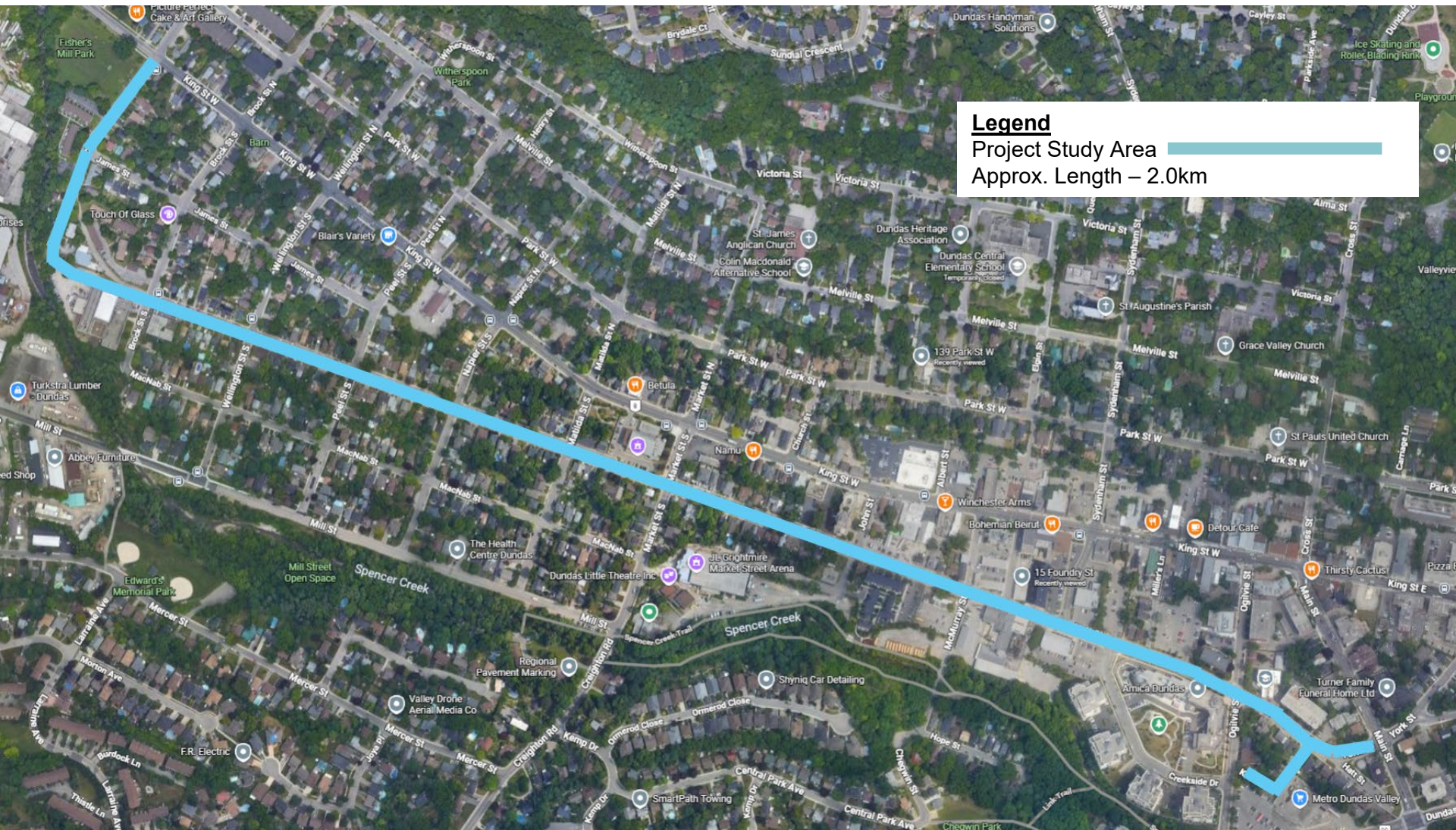
Purpose of Today's Meeting

To Update you on:

- The planning for reconstruction of Hatt Street
 - Present the functional design alternatives
 - Corridor constraints
 - Timelines
- To answer questions



Project Area



Legend

Project Study Area 
Approx. Length – 2.0km

Project Background

The City of Hamilton retained the services of MTE, an engineering consultant to provide functional design and preliminary design services for the reconstruction of:

- **Hatt Street** (Bond Street to Main Street),
- **Bond Street** (King St W to Hatt Street), and
- **Kerr Street** (Hatt Street to end)

The scope of the Project includes functional and preliminary design for urban rehabilitation, road reconstruction, underground infrastructure, placemaking, as well as improvements to active transportation and intersections.

The Project's objective is to improve overall safety, while integrating the "Complete Streets" philosophy, the City's Cycling and Transportation Master Plans.

Project Scope – Hatt Street (Bond St. to Main St.)

Project Scope

As part of the City of Hamilton's Cycling Master Plan and Transportation Master Plan, the City will reconstruct Hatt Street.

Works Include:

- Full road reconstruction
- Replacement of sidewalks
- Traffic Calming Measures (Lane widths/ bump outs)
- Cycling facilities
- Tree plantings
- Watermains

Broken into 3 Distinct Sections

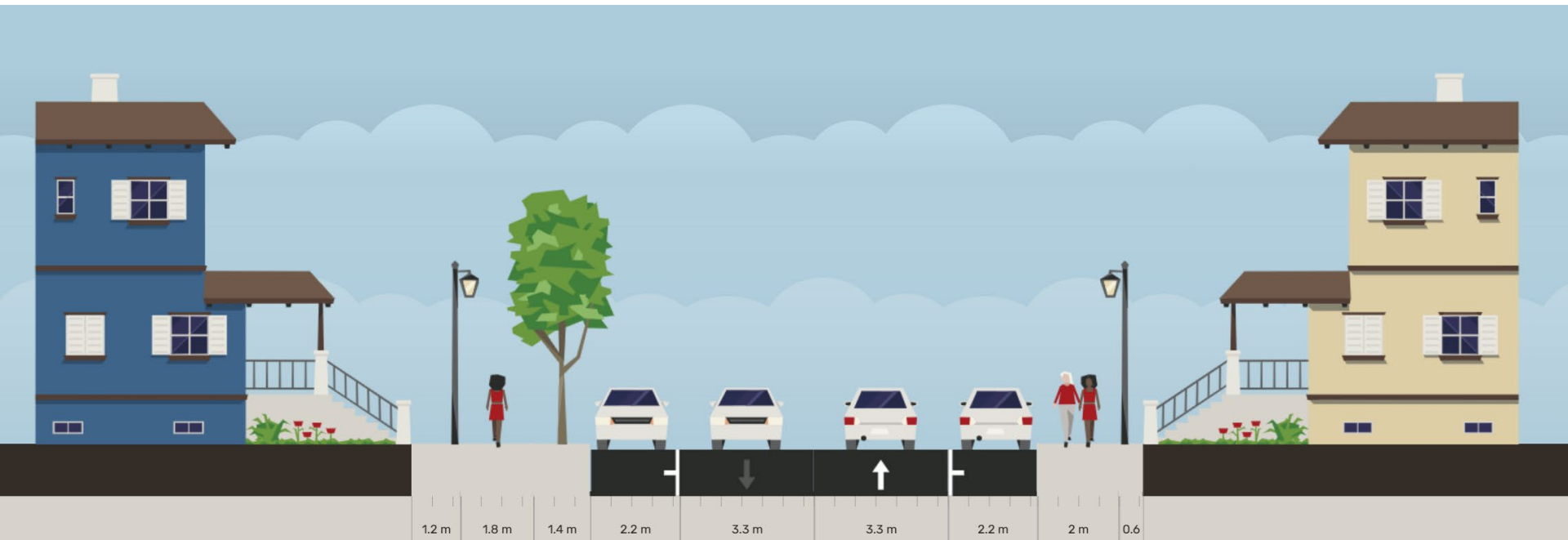
- 1) Brock Street to Peel Street
- 2) Peel Street to John Street
- 3) John Street to Main Street

Project Scope – Hatt Street (Brock St to Peel St.)



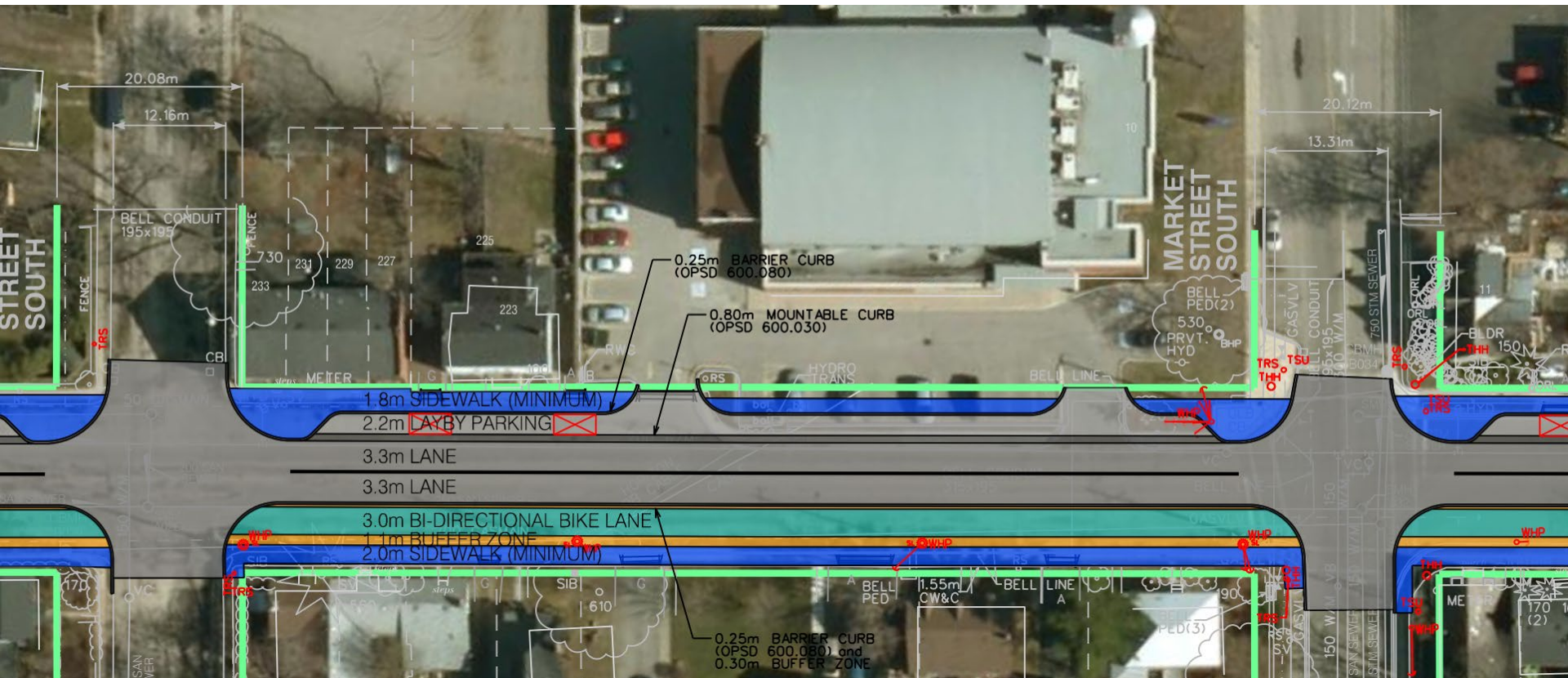
- Proposed lane widths - 3.3m
- Defined layby parking – on both sides
- Wider sidewalks
- Mountable curb between driving lane and parking
- Potential boulevard

Project Scope – Hatt Street (Brock St to Peel St.) cont'd



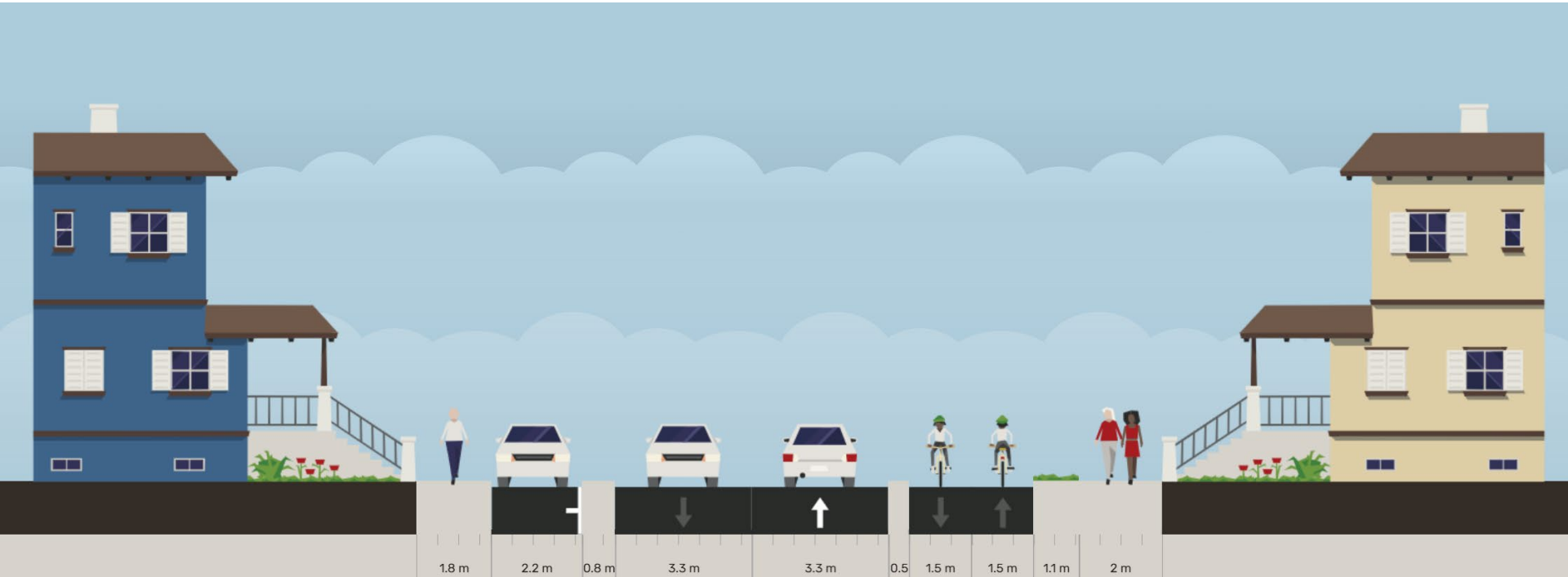
- Proposed lane widths - 3.3m
- Defined layby parking – on both sides
- Wider sidewalks
- Mountable curb between driving lane and parking
- Potential boulevard

Project Scope – Hatt Street (Peel St. to John St.)



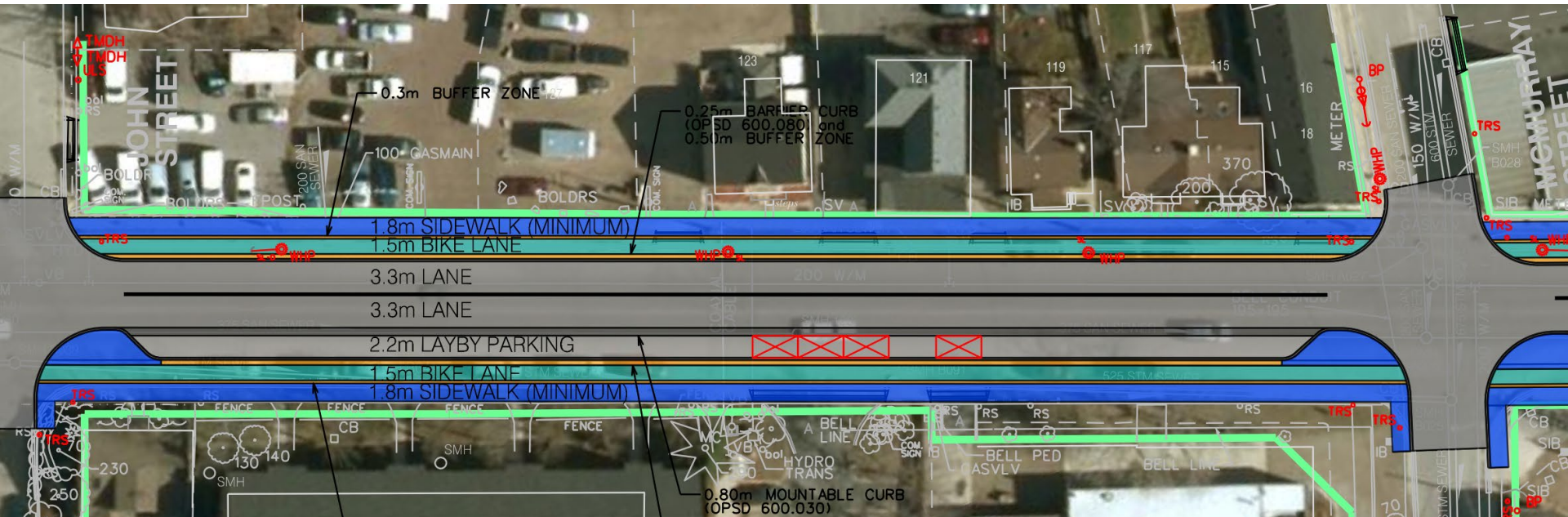
- Proposed lane widths - 3.3m
- Defined layby parking – one side only
- Wider sidewalks
- 3.0m Bi-Directional bike facility on south side

Project Scope – Hatt Street (Peel St. to John St.) cont'd



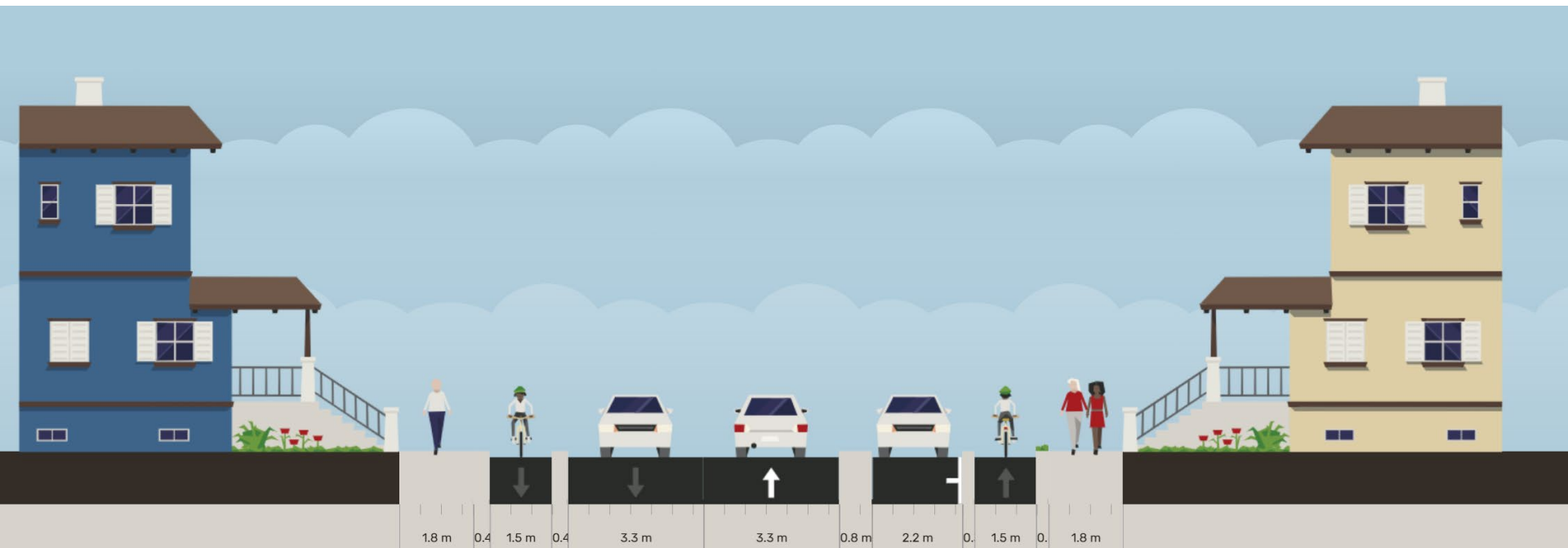
- Proposed lane widths - 3.3m
- Defined layby parking – one side only
- Wider sidewalks
- 3.0m Bi-Directional bike facility on south side

Project Scope – Hatt Street (John St. to Main St.)



- Proposed lane widths - 3.3m
- Defined layby parking – one side only
- Wider sidewalks
- 1.5m Uni-Directional bike facility on each side

Project Scope – Hatt Street (John St. to Main St.) cont'd



- Proposed lane widths - 3.3m
- Defined layby parking – one side only
- Wider sidewalks
- 1.5m Uni-Directional bike facility on each side

Project Scope – Bond Street (King St. W to Hatt St.)

Project Scope

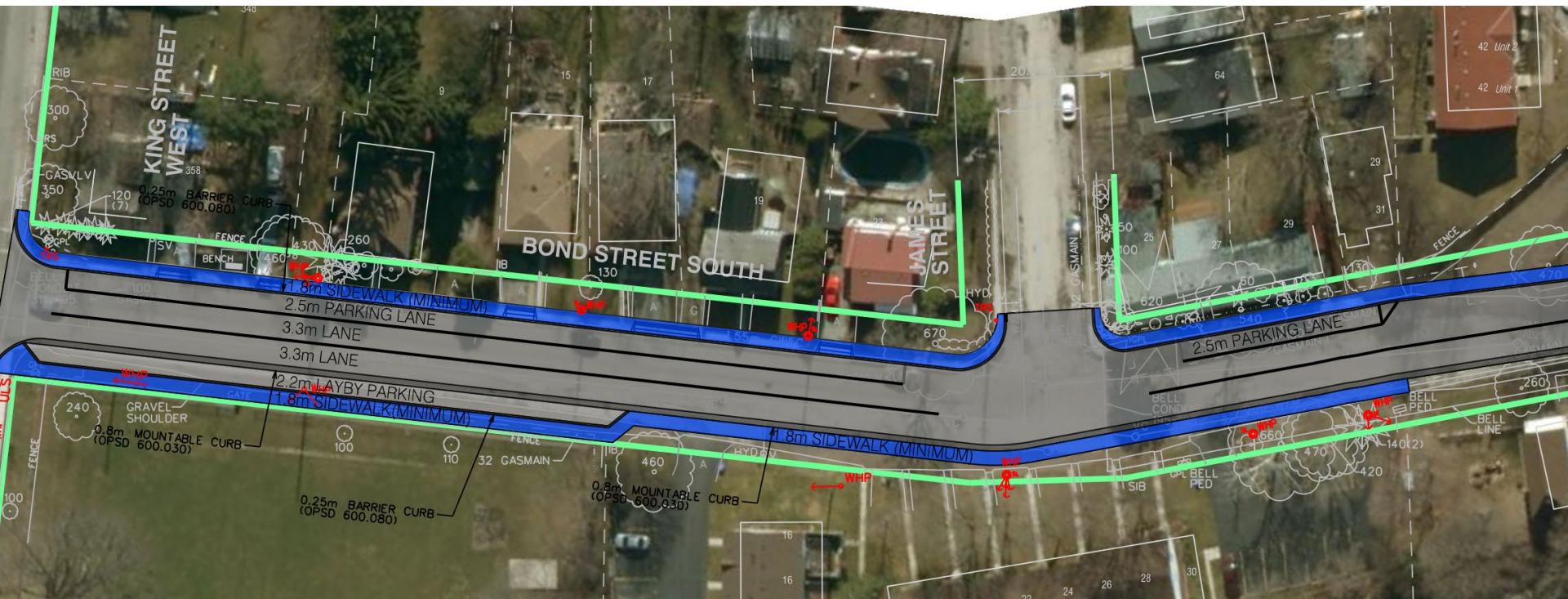
As part of the City of Hamilton's Cycling Master Plan and Transportation Master Plan, the City will reconstruct Hatt Street.

Works Include:

- Traffic calming measures (Reduced lane widths, bump outs)
- Full road reconstruction
- Replacement of sidewalks

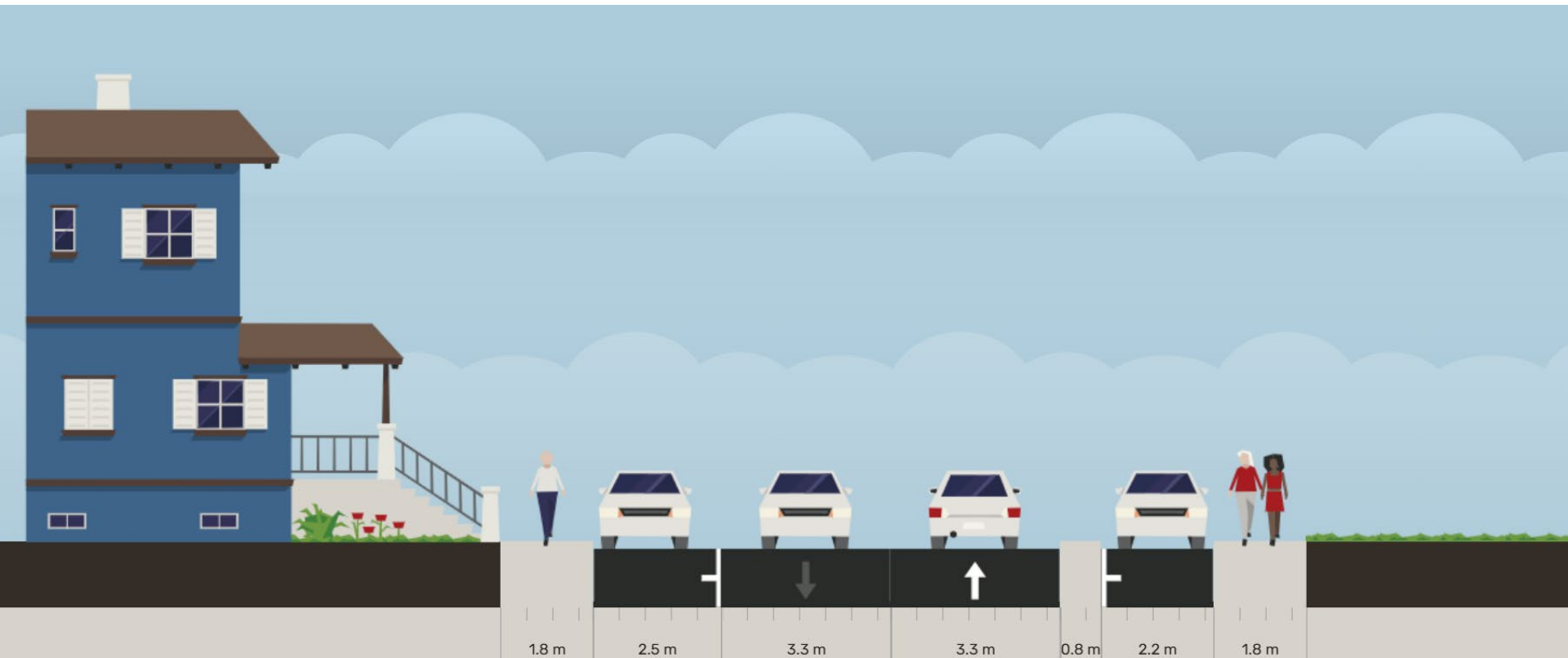


Bond Street (King St. W to Hatt St.)



- Proposed lane widths - 3.3m
- Defined layby parking – one side only
- 2.5m on street parking – one side only
- Extended sidewalk

Bond Street (King St. W to Hatt St.) cont'd



- Reduced lane widths - 3.3m
- Defined layby parking – on one side only
- 2.5m on street parking – on one side only
- Extended sidewalk

Project Outcomes



Pedestrian environment would be enhanced with improved controlled crossings, widened sidewalks, etc.



Driving experience will improve substantially due to improved lane markings and definition of roadway.



Inclusion of cycling infrastructure to improve connectivity with the cycling network, as per the Cycling Master Plan



Improvements to intersections within the project area and complete street components at corners. Reduced crossing distances

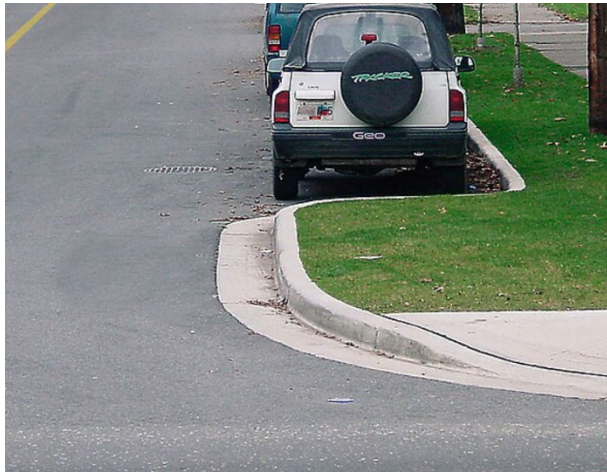


Tree Plantings within the project area will support the City's **Urban Forest Strategy**, promoting a greener, more resilient environment, all while enhancing the aesthetic appeal of the streetscape.

Streetscaping Enhancements

Lay-By Parking Areas:

Increase parking options and improve visibility around turning radius.

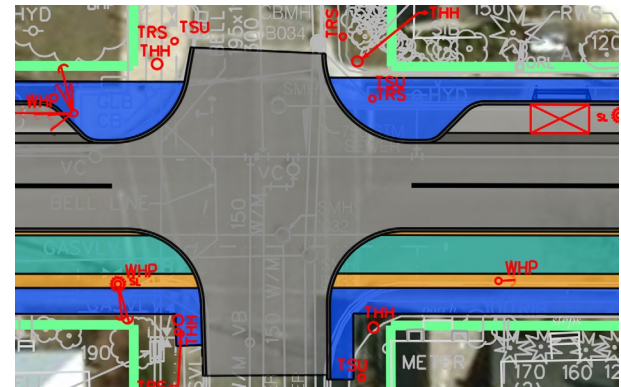


Sidewalks & Boulevards:

Wider and more defined pedestrian right of way, with new poles relocated to the boulevard to increase pedestrian mobility.



Bump Outs: Reduce pedestrian crossing distance to ensure less exposure to traffic on the roadway, providing additional refuge space for pedestrians on the sidewalk and additional spacing for landscaping and street furniture.



Evaluation of Alternatives

Criteria	Description
Traffic Capacity and Operations	• Serves the expected vehicular, transit, pedestrian and cycling traffic needs • Efficiently and safely handle the forecasted traffic
Safety	• Improvements to active transportation • Traffic calming • Pedestrian crossings
Social and Natural Environment	• Impact on local community • Property impacts • Impact on climate change • Effect on existing vegetation, wildlife, habitat, water quality etc. • Connectivity of active transportation
Costs	• Costs associated with constructability and overall capital costs • Maintenance costs (MUT vs sidewalk, bike lanes etc.)

Bill 60 and Cycling Master Plan

Hamilton's Cycling Master Plan

Hamilton's Cycling Master Plan is intended to guide the development and operation of the City's cycling infrastructure over the next twenty years. The Plan identifies the City's existing and planned cycling network, including adding cycling infrastructure on Hatt Street between Main Street and Peel Street.



Bill 60 (passed in November 2025)

Bill 60 is an Omnibus Bill designed to speed up infrastructure, development, and housing construction. Schedule 5 of the Bill amends the Highway Traffic Act to prohibit all Ontario municipalities from removing motor vehicle lanes when implementing new bicycle lanes.



Summary of Project Benefits

- Pedestrians, cyclists, and motorists will benefit from a more **safe, sustainable** and **inclusive** road network through the implementation of this Project. Specifically:
 - The implementation of **reduced lane widths** will act as natural traffic calming.
 - **Bump outs** will provide traffic calming benefits, reduce pedestrian crossing distance and provide areas for additional **trees** that improve air quality, reduce urban heat island effects and enhance stormwater management.
 - Upgrades to aging **underground infrastructure** will ensure reliability of essential services and reduce the risk of future disruptions.
 - Inclusion of **active transportation facilities** will improve pedestrian and cyclist movements through the corridor
 - Reconstruction provides an opportunity to implement **low impact development (LID)** initiatives



Questions?

Project Information can be found at
[Hatt Street Functional Design Study | City of Hamilton](#)