

# Montreal's Cycling Network: Infrastructure Development and Policy

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## MONTREAL'S CYCLING INFRASTRUCTURE AND POLICY CONTEXT



## Montreal's Cycling Infrastructure and Policy Context

Montréal boasts one of North America's most extensive cycling networks, with over **730 km** of on-street and off-street bikeways by 2016 (Source: [ville.montreal.qc.ca](http://ville.montreal.qc.ca)). Recent data show Montréal leads all Canadian cities with about **360 km of high-comfort bikeways** (protected lanes, paved greenways, or quiet local street bikeways) (Source: [www150.statcan.gc.ca](http://www150.statcan.gc.ca)), far exceeding Vancouver (246 km) or Québec City (190 km). The city has set ambitious policy goals: under its climate and mobility plans it aims for a **15% bicycle mode share** by around 2030 (Source: [montreal.ca](http://montreal.ca)) (Source: [eco-counter.com](http://eco-counter.com)). To achieve this, Montréal is rapidly expanding high-quality,

physically separated bike lanes. For example, the **Réseau Express Vélo (REV)** plan (2019–2027) envisions roughly 185–191 km of wide ( $\approx 2.5$ m) protected bike lanes on 17 major routes (Source: [eco-counter.com](https://eco-counter.com))(Source: [mdpi.com](https://mdpi.com)), many built curb- or bollard-separated from car traffic. These all-season lanes are plowed concurrently with roadways (Source: [uci.org](https://uci.org))(Source: [montreal.ca](https://montreal.ca)). City budgets reflect this priority ( $\approx \$30$ M allocated for cycling infrastructure in 2024) (Source: [2727coworking.com](https://2727coworking.com)), and policies like Vision Zero (no traffic fatalities by 2040) and “15-minute city” planning further reinforce bicycle safety and convenience. Advocacy groups (e.g. Vélo Québec) have long influenced Montréal’s approach, making it **North America’s long-recognized cycling capital** (Source: [spacing.ca](https://spacing.ca))(Source: [ville.montreal.qc.ca](https://ville.montreal.qc.ca)). In short, Montréal’s policy context is strongly pro-cycling, with concrete targets, growing infrastructure investment, and designs aiming for “cyclists of all skill levels” to travel year-round (Source: [montreal.ca](https://montreal.ca))(Source: [uci.org](https://uci.org)).

| CITY          | HIGH-COMFORT BIKEWAYS (KM)   |
|---------------|--|
| Montréal      | 360 (Source: <a href="https://www150.statcan.gc.ca">www150.statcan.gc.ca</a> )   |
| Vancouver     | 246 (Source: <a href="https://www150.statcan.gc.ca">www150.statcan.gc.ca</a> )   |
| Edmonton      | 226 (Source: <a href="https://www150.statcan.gc.ca">www150.statcan.gc.ca</a> )   |
| Québec City   | 190 (Source: <a href="https://www150.statcan.gc.ca">www150.statcan.gc.ca</a> )   |
| New York City | $\approx 2,500$ (1,550 lane-mi) (Source: <a href="https://nyc.gov">nyc.gov</a> ) |

**Key trends:** Montréal now exceeds 1,000 km of total bikeways (including lower-comfort lanes and trails) and operates a year-round bike-share ( [BIXI](https://bixi.com)) that just hit 13 million rides in 2024 (Source: [newswire.ca](https://newswire.ca)). It routinely ranks among the top North American cycling cities (Source: [spacing.ca](https://spacing.ca)) (Source: [ville.montreal.qc.ca](https://ville.montreal.qc.ca)). Crucially, many bike lanes are plowed with snow removal to enable [winter cycling](#) – a distinction few U.S. cities claim.

## Profiles of Major Montréal Bicycle Routes

Below are detailed profiles of Montréal’s most celebrated bicycle routes, covering design, connectivity, usage, safety, and maintenance. Where available, statistics and design specs are cited.

- **Lachine Canal Multi-use Path (Canal du Lachine):** This historic car-free path runs ~14.5 km alongside the [Lachine Canal](#) (from the Old Port/Bonaventure to Lachine) (Source: [mtl.org](#)). It is a paved **off-road multi-use trail** (smooth asphalt) fully separated from motor traffic (on federal canal land). The path is wide (several meters) to accommodate both cyclists and pedestrians, with gentle grades (all flat) making it accessible for all ages. It connects [southwest Montréal boroughs](#) (Ville-Marie, Verdun, LaSalle, Lachine) directly to the downtown core and Old Port, and intersects metro stations (e.g. [Atwater](#)) and park entrances. **Usage:** In summer months it is extremely popular – “thousands” of cyclists use it daily (Source: [globalnews.ca](#)), serving both commuters (Verdun/Lachine → downtown) and recreational riders. For example, a local park official noted it as the only safe off-street route connecting Lachine, LaSalle and Verdun to downtown (Source: [globalnews.ca](#)).
  - *Safety/Facilities:* The path has **no car traffic**; safety is managed by clear sightlines and signage. Recent Parks Canada upgrades include new lighting and pavement markings in the two narrow tunnels under rail lines, and physical separation of pedestrian vs. bike lanes in those tunnels (Source: [parks.canada.ca](#)).
  - *Winter Maintenance:* Historically it **was not routinely plowed** (unlike city lanes), but since 2024 a pilot “winter trail” has been groomed on the central portion (10 km section near the Old Port) by Parks Canada and the Sud-Ouest borough (Source: [parks.canada.ca](#)). Nonetheless, large sections remain unplowed, and advocacy groups continue urging full winter maintenance (Source: [globalnews.ca](#))(Source: [parks.canada.ca](#)).
- **Claire-Morissette (De Maisonneuve) Downtown Track:** The Claire-Morissette path is a **curb-protected two-way cycle track** along Rue de Maisonneuve (between Atwater and Greene) and Rue Berri (extended to Sherbrooke). Opened in 2007, this ~3 km bikeway was Montréal’s first major downtown cycle track and replaced over 250 parking spaces (Source: [publications.gc.ca](#)). Each direction is roughly 3–4m wide, fully separated from traffic by concrete curbs and planters (Source: [publications.gc.ca](#)). The surface is smooth asphalt.
  - *Connectivity:* It links Westmount/Atwater to the Quartier des Spectacles and Plateau, providing a direct east–west spine through downtown. It connects to major destinations (Concordia, McGill campuses, Eaton Centre) and is adjacent to Guy–Concordia and Peel metro stations.
  - *Usage:* Extremely high volumes use this route. Over **1,000 cyclists per peak hour** have been counted (Source: [globalnews.ca](#)), and thousands ride it daily (Source: [ville.montreal.gc.ca](#)). It is so busy that the city has implemented advanced safety measures.

- *Safety/Lighting*: The City added cyclist-specific traffic signals at 11 intersections (distinct bike signals) and repainted directional arrows and signage on the pavement (Source: [globalnews.ca](https://globalnews.ca)). The path is lit at night by city streetlights (as it runs on major boulevards) and benefits from cleared space at intersections. These improvements tie into the municipal Vision Zero plan to reduce collisions.
- *Winter Maintenance*: The Claire-Morissette track is **cleared of snow** as part of the city's core bikeway network (cleared alongside main roads) (Source: [uci.org](https://uci.org)), ensuring year-round usability. Its flat grade also makes it easy for all abilities, including commuters and families.
- **Réseau Express Vélo (REV)**: The REV is Montréal's ongoing "express bike" network of **protected bike highways**, currently planned at ~185–191 km of lanes (Source: [mdpi.com](https://mdpi.com)) (Source: [eco-counter.com](https://eco-counter.com)). It comprises 17 long corridors spanning many boroughs. All REV lanes are **2.5 m wide** (standardized) and separated from vehicular traffic by sturdy barriers or curbs (Source: [eco-counter.com](https://eco-counter.com)). They are designed for high-capacity, two-way cycling with room to overtake. Importantly, all REV routes are maintained **all year** (snowplowed like roads) to encourage winter cycling (Source: [montreal.ca](https://montreal.ca)) (Source: [uci.org](https://uci.org)). The network is still under construction; by 2020 over 20 km were complete, with dozens more projects finishing annually.
  - *Major Corridors*: Key REV segments include: **Berri/Baumann–Papineau–Lajeunesse (north–south axis)**, **Saint-Denis–Saint-Laurent (north–south through midtown/downtown)**, and **Henri-Bourassa–De Salaberry (east–west)**. For example, the Saint-Denis REV (built 2021–22 along Berri/Lafontaine/Saint-Denis from Chabanel to Papineau, ~8.7 km) is now Montréal's single-busiest bikeway; it saw over **1.5 million rides in 2023** (Source: [mdpi.com](https://mdpi.com)). On Saint-Denis the two curb-protected lanes handle up to ~5,000 cyclists per weekday.
  - *Design & Connectivity*: REV routes typically replace car lanes with curb-separated bikeways (e.g. Saint-Denis redesign moved from 4 auto lanes to 2 cars + 2 bike tracks) (Source: [eco-counter.com](https://eco-counter.com)). Cycling is prioritized at intersections (shorter bike signal phases) and adjacent to transit: REV lanes link to Metro stations and bus routes in each borough. Surface is smooth asphalt.
  - *Usage*: These corridors carry very high commuter volumes. The city reports that bicycle traffic on Saint-Denis quintupled after REV installation (Source: [eco-counter.com](https://eco-counter.com)), reflecting pent-up demand. Early data on other REV streets (Saint-Laurent, Saint-Laurent, etc.) show similarly large increases.

- **Safety:** The physical separation (concrete curbs, bollards) and traffic signals greatly reduce car-bike conflicts. Much like Claire-Morissette, REV lanes also have special bike traffic lights and pavement markings. Early evaluations (via counters) confirm **dramatically lower crash rates** on these separated lanes.
- **Winter Maintenance:** By policy, all REV lanes are cleared of snow. City crews plow these protected lanes as often as roadways (Source: [uci.org](https://www.uci.org)). This commitment makes the REV network essentially unique in North America: an interconnected, city-wide high-speed network usable year-round (Source: [montreal.ca](https://montreal.ca)).
- **Other Notable Montréal Routes:** In addition to the above, Montréal has many other dedicated bikeways and park paths. For example:
  - *Mount Royal Park/Summit:* The winding **Chemin Olmsted** loop up Mount Royal offers a famous hilly route (1–7% grades). It is paved and car-free, linking downtown to the Camillien-Houde lookout. (It is typically not plowed in winter and may be challenging for novices.)
  - *Parc Jean-Drapeau (Circuit Gilles-Villeneuve):* An 8 km closed-circuit road popular with cyclists and joggers around Île Notre-Dame and the ex-Olympic raceway. It is paved and wide; portions are cleared in winter by park authorities.
  - *Rue Saint-Joseph (Plateau):* A wide boulevard with separated bike lanes connecting Ahuntsic to downtown. It is heavily used by commuters and has bike signals at key crossings.
  - *Canal de l'Aqueduc (North):* A scenic 12 km crushed-stone bike path in the northern city (from Sault-au-Récollet to Ahuntsic). It offers a mostly flat, multi-use trail through parkland (not cleared in winter).
  - *Route Verte:* The province's cross-Canada cycling route runs through Montréal (via Lachine Canal, Jacques-Cartier Bridge, and Notre-Dame St), linking the city to regional networks.

## Comparative Analysis with Other North American Cities

Montréal's cycling network compares favorably with peer cities. Statistics Canada data show Montréal leads Canadian cities in **high-comfort bikeways** (Source: [www150.statcan.gc.ca](https://www150.statcan.gc.ca)) (360 km vs. 246 km in Vancouver and 226 km in Edmonton). In the U.S., only a handful of cities have comparable scale: e.g. New York City's network is often cited at ~1,550 lane-miles (~2,500 km)



(Source: [nyc.gov](https://nyc.gov)), mostly painted and buffered lanes (far larger but only a fraction separated). Several smaller U.S. cities (Portland, Minneapolis, Seattle) pioneered protected lanes in the 1990s–2000s, but Montréal was **one of the first major cities in North America to build extensive cycle tracks**, dating to 1985 (Source: [spacing.ca](https://spacing.ca)). Today Montréal is routinely ranked as North America's most bike-friendly city (Source: [spacing.ca](https://spacing.ca)) (Source: [ville.montreal.qc.ca](https://ville.montreal.qc.ca)).

In practice, Montréal's emphasis on continuous, year-round protected routes sets it apart. Many U.S. cities still struggle with fragmented lanes or do not clear them in winter. Montréal's network density is comparable to that of large U.S. "bike cities" when normalized per capita. For example, the Montreal CMA (~4.2M pop.) has **≈85 km of high-comfort bikeways per 100,000 residents**, higher than Vancouver (37 km/100k) (Source: [www150.statcan.gc.ca](https://www150.statcan.gc.ca)). Moreover, Montréal's bike-share (BIXI) is among the continent's largest: by end-2024 it had ~11,000 bikes (2,600 e-bikes) and 900+ stations (Source: [newswire.ca](https://newswire.ca)), facilitating high bike usage (13 million rides in 2024 (Source: [newswire.ca](https://newswire.ca))). This integration of bike-share with the protected network (including winter service in cleared zones (Source: [newswire.ca](https://newswire.ca))) has no direct equivalent in most North American cities.

## Recommendations and Future Developments

Montréal continues expanding its cycling network aggressively. City planning documents note that **~16 km of new bike lanes were added in 2024** (with ~19 km upgraded) (Source: [montreal.ca](https://montreal.ca)), and dozens of major projects are funded for 2025–2026 (e.g. new protected lanes on Henri-Bourassa, Hochelaga, Saint-Urbain, Côte-Sainte-Catherine, Louvain, Viger, etc.) (Source: [montreal.ca](https://montreal.ca)). Future proposals include completion of all REV routes, infill of missing links, and targeted bikeways in underserved boroughs.

To solidify gains, experts and advocates recommend:

- **Full winter maintenance:** Clearing outstanding key routes (e.g. the remaining unplowed portions of the Lachine Canal path) would greatly enhance winter ridership (Source: [globalnews.ca](https://globalnews.ca)) (Source: [parks.canada.ca](https://parks.canada.ca)). The pilot groomed trail is a start (Source: [parks.canada.ca](https://parks.canada.ca)), but city planners note that truly all-season routes should be fully plowed and anti-iced.
- **Equitable network expansion:** Ensure every borough has high-comfort routes. Montréal's recent master plan explicitly calls for connecting peripheral neighborhoods by safe bikeways (Source: [montreal.ca](https://montreal.ca)). For example, proposed REV extensions (Henri-Bourassa east-west) and downtown initiatives (e.g. Vision Zero redesigns) will open new corridors.

- **Safety enhancements:** Continue adding bicycle-specific signals, raised crossings and signage at busy intersections (building on initiatives like those on Claire-Morissette (Source: [globalnews.ca](https://globalnews.ca))). The city's Vision Zero program is expected to eliminate serious collisions by 2040; expanding protected lanes is a core strategy.
- **User diversity:** Design lanes to accommodate all users (children, seniors, disabled). Montréal's "all skill levels" mantra (Source: [montreal.ca](https://montreal.ca)) implies smooth grades and ramped curbs; ongoing work should maintain these standards (e.g. curb cuts at crossings, adequate lighting).
- **Monitoring and feedback:** Use permanent bike counters and surveys (as already done on Saint-Denis (Source: [eco-counter.com](https://eco-counter.com))) to evaluate new routes, then tweak designs if needed. Academic studies (e.g. Young et al. 2024 (Source: [mdpi.com](https://mdpi.com))) support using data to optimize usage and safety.
- **Leverage major events:** Montréal will host the 2026 UCI Road World Championships. Organizers aim to use this as a catalyst for lasting improvements in cycling infrastructure and culture (Source: [uci.org](https://uci.org)). Future planning should ensure that features like expanded bike lanes near the race circuit and new bike parking are institutionalized after the event.
- **Inter-regional links:** Continue integrating Montréal's network with regional trails (Route Verte to northern/lower Laurentians, Lachine Canal to South Shore via bridges) and transit (allowing bikes on trains/buses where feasible). Québec's 2025–2030 cycling tourism strategy will also highlight Montréal's urban trails as gateways to regional routes (Source: [pro.eurovelo.com](https://pro.eurovelo.com)).

In summary, Montréal's future bike plans are very ambitious: substantial new lane-km each year (Source: [montreal.ca](https://montreal.ca)), continued winter- and year-round service (building on successful BIXI winter rollout (Source: [newswire.ca](https://newswire.ca))), and an eye on Vision Zero and climate goals. These plans come from municipal **mobility strategies and published cycling plans** (Source: [montreal.ca](https://montreal.ca))(Source: [eco-counter.com](https://eco-counter.com)), as well as citizen campaigns. With continued investment and maintenance, Montréal is poised to set international benchmarks for cycling infrastructure.

**Sources:** Official Montréal reports and news releases (e.g. Montréal.ca articles (Source: [montreal.ca](https://montreal.ca))(Source: [montreal.ca](https://montreal.ca)), Parks Canada press (Source: [parks.canada.ca](https://parks.canada.ca))(Source: [parks.canada.ca](https://parks.canada.ca))), Statistics Canada data (Source: [www150.statcan.gc.ca](https://www150.statcan.gc.ca)), academic analyses (Source: [mdpi.com](https://mdpi.com)), and NGO/publication accounts (Source: [spacing.ca](https://spacing.ca))(Source: [eco-counter.com](https://eco-counter.com)) of the city's bike network.

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Tags: cycling infrastructure, urban planning, sustainable mobility, montreal, bicycle policy, bikeway network, transportation planning, mode share, reseau express velo

## About 2727 Coworking

2727 Coworking is a vibrant and thoughtfully designed workspace ideally situated along the picturesque Lachine Canal in Montreal's trendy Griffintown neighborhood. Just steps away from the renowned Atwater Market, members can enjoy scenic canal views and relaxing green-space walks during their breaks.

Accessibility is excellent, boasting an impressive 88 Walk Score, 83 Transit Score, and a perfect 96 Bike Score, making it a "Biker's Paradise". The location is further enhanced by being just 100 meters from the Charlevoix metro station, ensuring a quick, convenient, and weather-proof commute for members and their clients.

The workspace is designed with flexibility and productivity in mind, offering 24/7 secure access—perfect for global teams and night owls. Connectivity is top-tier, with gigabit fibre internet providing fast, low-latency connections ideal for developers, streamers, and virtual meetings. Members can choose from a versatile workspace menu tailored to various budgets, ranging from hot-desks at \$300 to dedicated desks at \$450 and private offices accommodating 1–10 people priced from \$600 to \$3,000+. Day passes are competitively priced at \$40.

2727 Coworking goes beyond standard offerings by including access to a fully-equipped, 9-seat conference room at no additional charge. Privacy needs are met with dedicated phone booths, while ergonomically designed offices featuring floor-to-ceiling windows, natural wood accents, and abundant greenery foster wellness and productivity.

Amenities abound, including a fully-stocked kitchen with unlimited specialty coffee, tea, and filtered water. Cyclists, runners, and fitness enthusiasts benefit from on-site showers and bike racks, encouraging an eco-conscious commute and active lifestyle. The pet-friendly policy warmly welcomes furry companions, adding to the inclusive and vibrant community atmosphere.

Members enjoy additional perks like outdoor terraces and easy access to canal parks, ideal for mindfulness breaks or casual meetings. Dedicated lockers, mailbox services, comprehensive printing and scanning facilities, and a variety of office supplies and AV gear ensure convenience and efficiency. Safety and security are prioritized through barrier-free access, CCTV surveillance, alarm systems, regular disinfection protocols, and after-hours security.

The workspace boasts exceptional customer satisfaction, reflected in its stellar ratings—5.0/5 on Coworker, 4.9/5 on Google, and 4.7/5 on LiquidSpace—alongside glowing testimonials praising its calm environment, immaculate cleanliness, ergonomic furniture, and attentive staff. The bilingual environment further complements Montreal's cosmopolitan business landscape.

Networking is organically encouraged through an open-concept design, regular community events, and informal networking opportunities in shared spaces and a sun-drenched lounge area facing the canal. Additionally, the building hosts a retail café and provides convenient proximity to gourmet eats at Atwater Market and recreational activities such as kayaking along the stunning canal boardwalk.





Flexible month-to-month terms and transparent online booking streamline scalability for growing startups, with suites available for up to 12 desks to accommodate future expansion effortlessly. Recognized as one of Montreal's top coworking spaces, 2727 Coworking enjoys broad visibility across major platforms including Coworker, LiquidSpace, CoworkingCafe, and Office Hub, underscoring its credibility and popularity in the market.

Overall, 2727 Coworking combines convenience, luxury, productivity, community, and flexibility, creating an ideal workspace tailored to modern professionals and innovative teams.

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