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Best Meeting Location for Hybrid Teams in Montreal: Worksheet

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Executive Summary

The **best meeting location for hybrid teams in Montreal** is the feasible venue that keeps the whole team's journey manageable at the intended attendance level. A station-proximity claim cannot establish that result. **Statistics Canada** reported a **29.0-minute** average commute for the Montreal census metropolitan area in **May 2025**, with **29.1%** using public transit or active transportation as their main commuting mode. These population figures provide context, not predictions for a particular team. (www150.statcan.gc.ca) (www150.statcan.gc.ca) The decision worksheet below therefore compares employee-chosen origin points, exact workspace entrances, outbound and return journeys, and already-held fare products.

Three useful starting destinations are **2727 Coworking**, at **2727 Rue Saint-Patrick, Suite 109**; **WeWork Place Ville Marie**, at **3 Place Ville Marie, Suite 400**; and **Halte 24-7**, at **4284 de La Roche Street**. These are verified provider addresses, not a measured travel-time ranking. (2727coworking.com) (www.wework.com) (www.halte24-7.com) The dedicated 2727 booking page lists a room for **up to eight people**, priced at **$300 per day before taxes**; larger teams need another suitable room. (2727coworking.com) Room suitability and journey suitability must both pass before price becomes decisive.

Use the **Autorité régionale de transport métropolitain (ARTM)** schedule effective **July 1, 2026**. Ordinary adult two-trip fares are **$7 in Zone A**, **$9.75 in Zones AB**, and **$13.50 in Zones ABC**. (www.artm.quebec) (www.artm.quebec) (www.rtl-longueuil.qc.ca) An already-held unlimited pass adds no ticket purchase for a covered journey; this is an incremental-cost accounting assumption, conditional on valid dates, modes and zones. ARTM requires coverage of the zones traversed, not simply the workplace's zone. (www.artm.quebec)

This report supplies an English worksheet with stable field names suitable for later French localization. It reports total team minutes, median and longest individual round trip, plus incremental fares for low, typical and peak attendance. The synthetic example demonstrates the arithmetic and makes no claim about actual venue commutes. **No address-specific, time-specific itinerary results were obtained in this research session**; live journey cells remain blank. STM describes its itinerary results as planned-schedule calculations, so a saved result still needs a near-date service check. (www.stm.info) The practical recommendation is to shortlist feasible rooms, populate the worksheet privately, and choose a shared-day schedule alongside the location.

Introduction and Background

An occasional team meeting presents a different location problem from an individual desk search. A founder may prefer the workspace closest to their own station, while another teammate encounters an inconvenient connection or a difficult return journey. This report examines how to choose a central meeting location in Montreal by making those individual effects visible before signing a recurring workspace agreement.

The historical evidence explains why “Montreal commute” is too broad a category. Statistics Canada's Montreal study explicitly examines the unusual circumstances of **2021** and divides the metropolitan area into **seven subregions**. (www150.statcan.gc.ca) (www150.statcan.gc.ca) Its finding that **25.8% of 2.1 million workers** worked from home describes that historical setting. It cannot establish present-day hybrid attendance or the journey of a small business team. (www150.statcan.gc.ca) The later commuting release uses Labour Force Survey supplements and census data, rather than a survey of Montreal coworking customers. (www150.statcan.gc.ca)

There is also a denominator issue: the commuting release excludes employed people who usually work most of their hours at home from commuter counts. (www150.statcan.gc.ca) A mostly remote team visiting a meeting room occasionally should therefore avoid presenting the metropolitan average as its own baseline. The useful comparison is between the same participants making the same intended meeting, at alternative venues.

Montreal has coworking options in different neighbourhoods, as Tourisme Montreal's overview documents. (meet.mtl.org) That breadth supports a shortlist, but an overview cannot replace exact destination addresses or booking conditions. This report combines official transport information, provider descriptions and explicitly labeled analyst calculations. Provider features are attributed descriptions, not independently tested audiovisual or accessibility performance.

The worksheet's purpose is narrow: compare **journey burden and incremental fare outlay**. It does not estimate employer productivity, assign a wage value to personal commuting minutes, or infer environmental impacts. Venue invoices, fares and time remain separate outputs so managers can explain the tradeoffs without combining incompatible measures.

Key Changes

Replace station proximity with attendance-weighted centrality

A useful definition of “central” is operational: the location that offers an acceptable distribution of journeys for the people expected to attend. Neither a geographic midpoint nor the founder's preferred station is sufficient. The historical Montreal study's subregional approach reinforces the importance of origins rather than a single metropolitan average. (www150.statcan.gc.ca)

Start with a **representative origin** chosen by each participant. A transit station, broad neighbourhood or agreed departure hub can be enough to compare candidates. The result then describes travel from that origin, not the person's front door. This is a deliberate accuracy tradeoff: coarse inputs reduce precision while avoiding unnecessary address collection. Quebec's privacy authority advises enterprises to collect only information necessary for previously determined purposes. (www.cai.gouv.qc.ca)

Report the total and the tail together. A low team total can coexist with one unusually long commute. A low median can hide that person as well. The worksheet consequently keeps **sum, median and maximum** as separate outputs. These are analyst-selected decision measures, not thresholds published by a transport authority.

Treat the meeting schedule as a location input

An outbound journey and a return journey are separate observations. Do not double the morning estimate unless the return was actually checked and found equivalent. STM's itinerary interface supports date, time and leave-or-arrive choices, while describing results as planned-schedule calculations. (www.stm.info) The location comparison should use the same arrival objective and meeting end time for every candidate.

The distinction between schedules and live information matters. Transit explains that scheduled departures do not reflect delays or service changes, whereas real-time arrivals depend on vehicle location. (help.transitapp.com) (help.transitapp.com) A future timetable estimate is useful evidence, but it should retain its status as a planned result. A same-day observation answers a different question.

Separate incremental spending from existing commitments

A monthly pass already purchased for other travel is a different input from a pass bought because a recurring meeting requires it. STL describes monthly products as valid from the first to the last day of the month. (stlaval.ca) Zero additional ticket spending applies only while the existing product covers the proposed journey.

For a newly considered pass, compare the additional purchase or upgrade against tickets across the employee's relevant travel. Do not allocate the entire pass to team meetings automatically. Likewise, CAA-Quebec describes its driving-cost resource as covering ongoing vehicle ownership costs. (www.caaquebec.com) Ownership allocation and the extra cash required for a particular drive should appear in separate fields.

Implementation Considerations and Process Changes

Collect representative origins privately

The recommended survey asks for a chosen departure point and journey preferences, not a home address. The Office of the Privacy Commissioner of Canada recommends collecting only employee information necessary for a stated purpose and considering less invasive ways to achieve the same objective. (www.priv.gc.ca) (www.priv.gc.ca) This worksheet adopts that principle as a design choice; it is not a legal assessment of a particular employer.

Use the following input checklist:

- **Participant code:** A locally assigned identifier, with the identity key kept separately.
- **Origin point:** An employee-chosen station, broad area or other representative hub.
- **Origin scope:** Station-to-door, area-to-door or privately calculated door-to-door.
- **Mode:** Transit, walking, cycling or driving, recorded separately.
- **Attendance:** Expected shared days in each scenario, allowing individual differences.

- **Fare entitlement:** Product, coverage and validity dates, without storing an account number.
- **Journey preference:** Transfer tolerance, walking limits or an accessible-route requirement.
- **Data access:** Who can view individual rows and when they will be deleted.

Explain the purpose before collection. Quebec's commission says individuals should understand precisely what will be done with their information; federal guidance similarly recommends telling employees what will be collected, used and disclosed. (www.cai.gouv.qc.ca) (www.priv.gc.ca) Publish the blank template freely, but keep populated employee rows out of public documents. Participant codes in a small team should not be described as a guarantee of anonymity.

Use a common itinerary protocol

For a reproducible test, choose **Tuesday, October 20, 2026**, arriving by **09:00** and returning after a **17:00** meeting end. These are worksheet test inputs, not source observations. Repeat the exercise for a Wednesday if that is also a realistic shared day. Keep exact dates in the file instead of a reusable label such as “weekday morning.”

STM provides planning controls, and Chrono supports journey planning and fare purchasing across the metropolitan transport networks. (www.stm.info) (app.chronoapp.quebec) Use a consistent planner for comparable transit rows, then preserve these details:

- **Destination:** The provider's actual address, suite and intended entrance.
- **Outbound:** Planned departure, arrival and total elapsed minutes.
- **Return:** A separately checked departure and arrival.
- **Route:** Services, transfers and final walking segment.
- **Evidence:** Planner URL, capture timestamp and saved result reference.
- **Uncertainty:** Planned, live, observed or unavailable, with a short reason.

A generic planner URL proves the tool exists; it does not prove a particular itinerary. The saved result must show the requested origin, destination and time. In this research session, STM and exo planner pages did not yield populated address-specific journeys. Accordingly, no travel-time ranking or candidate-specific walking estimate is published.

Check accessibility across the whole route

Ask about route requirements without asking for medical diagnoses. REM documents accessible connections and reserved wheelchair spaces, but design documentation does not guarantee the condition of every entrance or interchange on a future date. (rem.info) (rem.info) Verify the full path, including the final building entrance, with the participant's required route constraints.

Recheck service conditions before travel. Exo identifies several ways to check train, metro and certain bus services and offers personalized train alerts. (exo.quebec) (exo.quebec) A saved route should remain attached to its capture date. If an accessible alternative changes elapsed time, keep it as the applicable route for that participant rather than averaging it with an unusable faster option.

Compare Montreal Meeting Locations

Montreal coworking meeting rooms for hybrid teams

Table 1 establishes real candidate addresses and booking models. It compares documented workspace facts rather than asserting that any address is the fastest for an unspecified team. Entries with unconfirmed room capacity or public eligibility require a booking check before they enter the final shortlist.

Provider and candidate	Verified destination	Documented meeting or workspace model	Decision check
2727 Coworking, canal-side candidate	2727 Rue Saint-Patrick, Suite 109. (2727coworking.com) (room address)	Dedicated room: **$300 per day before taxes**, **up to eight people**. Monthly-member room access is subject to availability. (2727coworking.com) (2727coworking.com) (2727coworking.com)	Confirm the intended attendee count and bring the equipment needed for remote participation.
WeWork Place Ville Marie, downtown candidate	3 Place Ville Marie, Suite 400. (www.wework.com)	Pay-as-you-go meeting rooms booked by the hour. (www.wework.com)	Obtain the exact room capacity, session price and guest-entry instructions.
Halte 24-7, Plateau candidate	4284 de La Roche Street. (www.halte24-7.com)	The Montreal offer lists **six conference rooms** and screens with HDMI connections. (www.halte24-7.com) (www.halte24-7.com)	Select a particular room and confirm its equipment and available seating.
Crew, Old Montreal candidate	360 rue Saint-Jacques. (crew360saintjacques.com)	Hourly or daily booking; the meeting page advertises a conference format for **twenty people**. (crew360saintjacques.com) (crew360saintjacques.com)	Request the arrangement suitable for the full attending group.
ECTO, Plateau alternative	936 Avenue du Mont-Royal Est. (ecto.coop)	**Three meeting rooms**, offered to members and visitors. (ecto.coop) (ecto.coop)	Confirm the particular room, attendance limit and guest access.
Swivl Queen Mary, western alternative	4950 Chemin Queen Mary, Suite 100. (swivl.ca)	Provider describes private offices, desks and day passes near Snowdon metro. (swivl.ca)	Meeting-room suitability, availability and access conditions require confirmation. (swivl.ca)

The table is a screening device. The first three rows supply a canal-side, downtown and Plateau address for the main worksheet. The additional rows help avoid treating those districts as the only possible solutions. An office or day-pass listing is not proof of a suitable private team meeting room; Swivl remains a conditional alternative until that requirement is confirmed.

Room functionality also needs an explicit test. The 2727 virtual tour mentions audiovisual equipment generally, but the dedicated room page specifies that there is no video-conference kit. (2727coworking.com) (2727coworking.com) The detailed booking specification should govern a hybrid meeting's equipment plan. A display alone does not establish microphone coverage, camera framing or a satisfactory experience for remote attendees.

For other options, Crew documents Chromecast and Barco ClickShare for screen sharing, while Halte says whiteboards are available in some rooms on request. (crew360saintjacques.com) (www.halte24-7.com) ECTO describes supplied meeting equipment without charge. (ecto.coop) These descriptions establish questions for

a site check; they are not comparable independent equipment tests.

Place Ville Marie's separate FLEX offer documents flexible booking periods and combinable rooms. (placevillemarie.com) (placevillemarie.com) Public eligibility was not established in the retrieved material, so it is excluded from the primary table. A team should check eligibility before investing time in a commute comparison for that option.

Montreal meeting locations near public transit

Record actual station connections rather than estimating a door-to-door journey from a proximity label. REM's Gare Centrale page identifies its address and connection to Bonaventure on the orange metro line. (rem.info) (rem.info) Those facts can help define the downtown transfer hypothesis, but neither supplies a verified walk to a particular workspace suite.

Swivl's Snowdon proximity claim and the other provider addresses are similarly starting points for route tests. The right question is whether each participant can reach the correct entrance, at the intended time, using a workable route. Do not assign a neighbourhood-wide walking time or transfer penalty to every employee.

Build the Commute and Fare Worksheet

A privacy-safe Montreal meeting location commute calculator

Table 2 is the blank origin-to-destination template. Copy it into a private spreadsheet and duplicate a row for each participant, candidate, mode and time setting. A participant's preferred origin can be entered privately; the public version deliberately contains no home-address field. This implements a data-minimization choice consistent with the privacy guidance discussed above. (www.cai.gouv.qc.ca)

Participant and origin	Candidate address and mode	Date and time request	Journey evidence	One-way / return / round-trip minutes	Fare product and zone	Already-held pass	Shared days: low / typical / peak	Allocated ticket-consumption value per round trip	Uncertainty
[Code]; [chosen station or area]; [origin scope]	[2727 Rue Saint-Patrick, Suite 109]; [mode]	[date]; [arrival target]; [return departure]	[URL]; [capture date]; [saved result]	[ ]; [ ]; [sum]	[product]; [zones traversed]	[coverage and valid dates, or none]	[ ]; [ ]; [ ]	[ ]; [calculation method]	[planned / live / observed / unavailable]
[Code]; [same chosen origin]; [origin scope]	[3 Place Ville Marie, Suite 400]; [mode]	[same date and targets]	[URL]; [capture date]; [saved result]	[ ]; [ ]; [sum]	[product]; [zones traversed]	[coverage and valid dates, or none]	[ ]; [ ]; [ ]	[ ]; [calculation method]	[reason and range if evidenced]
[Code]; [same chosen origin]; [origin scope]	[4284 de La Roche Street]; [mode]	[same date and targets]	[URL]; [capture date]; [saved result]	[ ]; [ ]; [sum]	[product]; [zones traversed]	[coverage and valid dates, or none]	[ ]; [ ]; [ ]	[ ]; [calculation method]	[reason and range if evidenced]

Blank cells are meaningful. They distinguish unknown journeys from zero-minute or zero-cost journeys. The addresses repeat the verified candidates in Table 1; the template itself contains no observed travel times. A manager can prefill destination fields while employees privately choose origins or supply their own measured round trips.

Monthly ticket ledger (proposed worksheet fields). Complete this ledger for each participant and candidate, separately from the journey fields above. Low, typical and peak are alternative attendance scenarios, not consecutive months; use the same opening inventory when comparing them. Record trip quantities by fare product so incompatible products are not combined. For an already-held pass that covers the journey, record zero additional ticket purchases and mark ticket-inventory fields as not applicable.

Field	Low attendance	Typical attendance	Peak attendance
Participant code and candidate destination	[ ]; [ ]	[ ]; [ ]	[ ]; [ ]
Month and fare product	[YYYY-MM]; [product]	[same month]; [product]	[same month]; [product]
Shared meeting days	[ ]	[ ]	[ ]
Opening unused trips, by product	[ ]	[ ]	[ ]
Trips consumed for meetings	[ ]	[ ]	[ ]
Trips consumed for other travel	[ ]	[ ]	[ ]
Allocated ticket-consumption value for meetings	[round-trip allocation × shared days, or date-level sum]	[same method]	[same method]
Actual additional ticket purchases: product, quantity and trips loaded	[ ]; [ ]; [ ]	[ ]; [ ]; [ ]	[ ]; [ ]; [ ]
Actual additional ticket purchases: cash paid during the month	[amount]	[amount]	[amount]
Closing unused trips, by product	[opening + purchased − all consumed]	[same balance]	[same balance]

Multiplying an allocated round-trip value by attendance estimates ticket-consumption value; it does not necessarily equal cash spending when tickets are purchased in bundles. Calculate cash spending from the additional products actually purchased in each scenario and their applicable prices. Carry opening unused trips through the inventory balance and retain closing unused trips for later use. Record existing pass spending and any proposed new pass purchase or upgrade separately. Sum actual additional ticket purchases for the team's monthly ticket-spending output; keep allocated consumption as its own output.

For a station-origin row, include the destination-side walking segment in the itinerary total and avoid adding it again. The missing origin-side journey remains explicitly outside scope. Transit supports step-by-step navigation, planning, alerts and schedules for Montreal. (transitapp.com) Whichever tool supplies a result, label the boundary of the estimate so a station-to-door result cannot be mistaken for a complete commute.

Keep mode evidence separate:

- **Transit:** Save the exact itinerary, transfers and timing status.
- **Walking:** Use a dated route result or measured journey; retain a blank otherwise.
- **Cycling:** Record route choice and conditions, not a distance-only time conversion.
- **Driving:** Record a dated journey estimate, parking access and destination walking time.
- **Mixed modes:** Preserve each leg and count elapsed time only once.
- **Uncertainty:** Use observed variation where available; do not invent a confidence interval.

Montreal's official bicycle map identifies route types, including protected facilities, and distinguishes its all-season network. (montreal.ca) (montreal.ca) (montreal.ca) It is useful route context, not a candidate-specific cycling-duration measurement. Winter maintenance information should not be translated into a fixed travel-speed assumption.

For driving, keep **marginal outlay** separate from **allocated ownership cost**. CAA's calculator allows vehicle selection, and its results ask for insurance assumptions while explaining depreciation. (carcosts.caa.ca) (carcosts.caa.ca) (carcosts.caa.ca) A worksheet may record fuel or energy, parking and other actual trip charges when the participant provides reliable inputs. It should not publish a universal car-cost or carbon figure without the required vehicle, distance, price and methodological evidence.

Formulas and aggregation rules

Define round-trip minutes as outbound elapsed minutes plus return elapsed minutes. For participant-specific attendance, multiply that person's round trip by their scenario days before summing across the team. If the route varies by meeting date, sum actual date-level results instead.

Use these outputs:

- **Daily team minutes:** Sum of applicable participant round trips.
- **Monthly team minutes:** Sum of each round trip multiplied by that person's shared days.
- **Median round trip:** The middle of the attending participants' sorted durations.
- **Maximum round trip:** The longest applicable participant journey.
- **Incremental monthly fares:** Sum of each participant's actual additional ticket purchases in the applicable monthly scenario, using the monthly ticket ledger. Report allocated ticket-consumption value separately.
- **Coverage:** Number of complete journey rows and unresolved rows.

Do not replace missing minutes with zero or silently drop a difficult route. Report incomplete coverage alongside provisional totals. Stable column names, participant codes and ISO-format dates make the English template ready for a later French interface without changing its calculation logic.

Data Analysis and Evidence

Montreal transit fares for team meetings

The official public-transit schedule states that its fares take effect **July 1, 2026**. (www.artm.quebec) ARTM defines Zone A as the Montreal agglomeration and Zone B as Longueuil and Laval; STL and RTL separately confirm their Zone B geography. (www.artm.quebec) (stlaval.ca) (www.rtl-longueuil.qc.ca) The correct product

depends on the whole route.

Table 3 shows ordinary adult All Modes prices. Reduced fares, age-based eligibility and special products are outside this illustrative calculation; use the applicable official product for each actual participant.

Zone coverage	One trip	Two trips	Ten trips	Monthly	Evidence
A	**$3.75**	**$7.00**	**$35.00**	**$110.00**	Official ARTM schedule. (www.artm.quebec)
AB	**$5.00**	**$9.75**	**$47.50**	**$170.00**	Current RTL table corroborates ARTM. (www.rtl-longueuil.qc.ca) (www.artm.quebec)
ABC	**$7.00**	**$13.50**	**$61.75**	**$206.00**	Official ARTM schedule; STL corroborates the monthly price. (www.artm.quebec) (stlaval.ca)

Two trips usually represent the outbound and return ticket uses in the worksheet, not permission to reverse direction on one ticket. ARTM states that a single fare cannot be used for round-trip travel. Its transfer validity permits combining transport modes within **120 minutes**. (www.artm.quebec) (www.artm.quebec) That is a fare-validity rule, not an estimate of commute duration.

The bundle distinction matters. Analyst arithmetic from Table 3 gives an allocated round-trip value of **$7.00 for A**, **$9.50 for AB** and **$12.35 for ABC** when two trips are drawn from a ten-trip product. Purchasing the product requires paying its full price, however. Distinguish consumed-ticket value from monthly cash purchases, especially when unused trips remain.

For illustrative attendance of **four, eight and twelve days**, a participant buying two-trip products spends **$28, $56 or $84 in A**; **$39, $78 or $117 in AB**; and **$54, $108 or $162 in ABC**. These are calculated multiples of Table 3's official two-trip prices, not separate published tariffs. An already-held valid unlimited pass produces **$0** additional ticket purchases under the stated coverage assumption.

A pass decision also requires other travel. STL describes unlimited monthly All Modes coverage; ARTM requires the zones traversed to be covered. (stlaval.ca) (www.artm.quebec) A bus-only product is not interchangeable with All Modes access: STL explicitly excludes metro, train and REM from its Bus fare validity. (stlaval.ca) The pass field must capture the actual entitlement, not simply “has OPUS.”

Compare commute times for Montreal team meetings (Hypothetical Example)

The following is a **synthetic six-person calculation**, not a survey, planner result or ranking of the providers in Table 1. Each sequence gives invented round-trip minutes for the same participant codes. The numbers are chosen solely to demonstrate how totals can hide a long individual journey.

- **Scenario A:** 60, 80, 100, 70, 110 and 90 minutes. Sum **510**, median **85**, maximum **110**.
- **Scenario B:** 70, 70, 80, 90, 95 and 75 minutes. Sum **480**, median **77.5**, maximum **95**.
- **Scenario C:** 40, 60, 120, 50, 130 and 80 minutes. Sum **480**, median **70**, maximum **130**.

These are analyst calculations from the displayed inputs. B and C tie on total minutes, while C has the lower median and the longer maximum. A manager examining only the median could miss that distribution. The method does not declare an actual Montreal district preferable.

For a **four-week planning block**, one, two and three shared days weekly correspond to the illustrative low, typical and peak counts of **four, eight and twelve days**. Use actual calendar attendance in a real month. Assuming the same participants attend each day, the calculated sensitivity is:

- **Low, four days:** A totals **2,040 team minutes**; B and C each total **1,920**.
- **Typical, eight days:** A totals **4,080**; B and C each total **3,840**.
- **Peak, twelve days:** A totals **6,120**; B and C each total **5,760**.

The per-meeting medians and maxima remain those above under the fixed synthetic inputs. Attendance changes the monthly exposure, not the journey's inherent duration.

For the fare sensitivity, assume three participants use A two-trip fares, two use AB two-trip fares, and one already holds a valid covering unlimited pass. The synthetic daily ticket total is **$40.50**, calculated as three times $7 plus two times $9.75. Monthly incremental totals are **$162, $324 and $486** for the illustrative attendance counts. The rates come from Table 3; the participant mix is invented. If all participants already hold valid covering passes, the additional ticket-purchase total is **$0**. Existing pass spending remains a separate budget item.

Implications and Future Directions

Decision rules for a severe individual commute

Before comparing venue invoices, apply the same feasibility requirements to every candidate. A lower-priced room that cannot accommodate the attending group is not a usable bargain. Similarly, a journey that does not meet a participant's required accessible route cannot be rescued by an attractive team average.

Use these proposed decision rules:

- **Feasibility first:** Confirm seating, access, guest eligibility and required equipment.
- **Coverage next:** Do not finalize a ranking with missing journeys hidden in its total.
- **Tail review:** Discuss the longest commute privately rather than naming its owner publicly.
- **Dominance test:** Prefer a candidate that improves all chosen measures when other requirements match.
- **Tradeoff statement:** Explain any choice that improves total time while worsening one person's journey.
- **Schedule alternative:** Test fewer shared days, another arrival time or rotating venues before increasing recurring commitments.

These are analyst recommendations, not empirically established fairness thresholds. Agree the acceptable maximum with the team rather than importing an arbitrary universal limit. A rotating venue is also an input-dependent option: it must be evaluated across the actual rotation and attendance pattern, not presumed fair.

Make booking and remote participation part of the pilot

A small pilot should test the meeting experience as well as the route. Record whether remote participants can hear discussion, whether the room supports the required layout and whether guests reach the intended entrance. WeWork documents meeting-room use for videoconferences and presentations. (www.wework.com) Run a test with the team's remote participants before reserving repeat dates. These are provider descriptions to verify against the team's requirements.

Membership inclusions can influence venue spending, but they do not eliminate booking constraints. Halte's dedicated-desk offer includes **eight conference-room hours monthly** and says access packages can be shared within a team. (www.halte24-7.com) (www.halte24-7.com) Calculate the usable entitlement for the intended arrangement before comparing membership with occasional room hire. Keep that calculation separate from employee fares.

Set an update schedule

Check fare inputs whenever a published fare change takes effect, and recheck room terms before booking. Refresh itinerary estimates when meeting times, origins, route requirements or providers change. For near-date checks, Chrono provides planning and journey-management functions, while REM warns that published station schedules can change with network conditions. (app.chronoapp.quebec) (rem.info)

Recommended maintenance is event-driven rather than a claim that an annual refresh guarantees accuracy. After a pilot, retain the distinction between planned and observed journeys. Add observations only with the participant's agreement and preserve the route date. Do not turn the worksheet into location tracking: the objective remains selecting a workable shared venue.

Frequently Asked Questions (FAQs)

How should a team choose a central meeting location in Montreal?

Use the same representative origins and time settings for each feasible candidate. Compare the sum, median and maximum journey, then review incremental fares and venue invoices separately. ARTM's fare selector explicitly says it is not a trip planner, so fare selection and travel-time planning require separate checks. (www.artm.quebec)

Is there a Montreal commute calculator with reliable live results?

Chrono supports trip planning, and Transit documents Montreal planning, navigation and alerts. (app.chronoapp.quebec) (transitapp.com) The worksheet aggregates their saved journey results; it is not a live routing engine. This research did not retrieve address-specific itinerary outputs. Blank travel-time cells therefore require a dated planner capture or participant-supplied observation before use.

Does a meeting location near a metro station solve the commute problem?

It reduces only one potential access concern. The participant may still need transfers, a different fare product or an accessible connection. Laval is in Zone B, and STL says boarding metro, train or REM there requires an All Modes fare. (stlaval.ca) (stlaval.ca) Test the complete route rather than treating a nearby station as a team-

wide guarantee.

Should a pass holder report zero commuting cost?

Report zero **incremental ticket purchases** only when the already-held pass covers the journey. Keep its existing purchase separately. ARTM also documents special OPUS storage requirements for certain multizone products, so the card itself does not establish that the required fare is loaded. (www.artm.quebec) Time remains a separate output even when additional fare spending is zero.

How does the worksheet support occasional collaboration versus a coworking base?

Occasional meetings use actual booking dates and attendance. A coworking base uses the expected recurring schedule, including participant-specific variation. Room booking models differ: Crew offers hourly or daily booking, while WeWork documents hourly pay-as-you-go meeting rooms. (crew360saintjacques.com) (www.wework.com) Compare the applicable arrangement rather than converting every offer into an unsupported common hourly price.

Can the English template be localized into French?

Yes. Translate display labels while keeping stable field names, participant codes, dates, modes, zone codes and calculation definitions. This is a proposed implementation method. Keep employee details in a private working copy; Quebec's privacy authority distinguishes necessity from simple usefulness when collecting personal information. (www.cai.gouv.qc.ca)

Conclusion

There is no supported universal winner for Montreal hybrid-team meetings. A usable answer requires a suitable room, representative participant origins, the intended meeting schedule and the correct fare coverage. The venue comparison establishes real destinations and documented booking models. It does not provide a measured commute ranking.

The worksheet turns those destinations into comparable decisions by keeping outbound and return time separate, preserving a source and capture date, and aggregating attendance at the participant level. Total team minutes show the overall burden, the median describes a typical participant, and the maximum exposes a journey that an average might hide. None should be substituted for the others.

Fare accounting follows the same discipline. Existing covering passes, newly purchased tickets and new pass commitments belong in different fields. Allocated bundle consumption and actual cash purchases also answer different questions. Keeping them separate prevents a superficially cheap meeting from obscuring who must make an additional purchase.

A founder or operations manager can now shortlist feasible spaces, distribute the blank origin survey privately and capture comparable Tuesday or Wednesday journeys. Until those results exist, the route fields should stay blank. The synthetic example demonstrates the calculation, not a local travel-time finding.

The final decision should state the chosen venue, shared-day schedule, data coverage and any unresolved tradeoff affecting the longest commute. A short pilot and targeted updates can then test the proposal against actual experience. That produces a transparent, reusable team-location decision instead of a recommendation based only on one nearby station.

Source links

Links cited in this article, in order of first appearance. Full addresses are provided for readers using extracted text.

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