Winter Cycling in Montreal: An Urban Planning Analysis

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Can You Bike in the Snow? What Montrealers Are Saying

Introduction: Cycling in winter is often seen as daunting, especially in cities like Montreal known for harsh snow and cold. Yet a growing number of Montrealers are embracing year-round biking, prompting urban planners and officials to ask: *Can you really bike in the snow, and what does it take to do so safely?* This report explores the feasibility and safety of winter cycling in Montreal's climate and topography, shares input from local residents (both anecdotal and data-driven), examines the city's infrastructure and policies for cold-season biking, and compares Montreal's approach with other winter cities like Copenhagen, Minneapolis, and Oulu. We also evaluate the public health, environmental, and economic impacts of supporting winter cycling. The goal is to provide a comprehensive, evidence-based analysis for professionals considering how to make cycling a viable year-round transport option.

Montreal's Winter Climate and Terrain: Challenges and Opportunities

Montreal's winter weather is notoriously fierce. The city receives **about 216 cm of snow annually**, and the **average January temperature is around –9°C (15°F)**(Source: en.wikipedia.org). In February, daily highs hover near –3°C (26°F) with overnight lows around –11°C (12°F) (Source: strongtowns.org). These conditions mean snow-packed streets, icy surfaces, and frigid winds are routine for several months. Montreal's topography adds another wrinkle: a **764-foot hill (Mount Royal) rises in the city's center**(Source: strongtowns.org), creating hilly routes in some areas. Intuitively, such a cold, snowy and even hilly environment might seem incompatible with cycling.

Despite these challenges, Montreal's experience shows that **winter cycling is feasible with the right preparations and infrastructure**. Proper equipment and attire go a long way. Many winter cyclists outfit their bikes with studded tires and mudguards for traction and safety on ice and slush (Source: uci.org). Dressing in layers, with waterproof outerwear, insulated gloves, and face coverings, allows riders to stay warm and dry. In fact, experienced winter riders often report that the physical exercise keeps them comfortably warm even in subzero temperatures, as long as they're appropriately dressed (Source: theguardian.com). A Finnish study noted that *cycling in winter months (when road conditions are stable) can be **just as safe as cycling in summer***(Source: theguardian.com) – cold weather itself isn't the chief hazard, rather it's factors like poor surface conditions and visibility.

Safety considerations are paramount when biking on snow or ice. Braking distances increase on slick surfaces, and falls are a concern. Montrealers acknowledge that ice is a major barrier – surveys indicate **61% of would-be winter cyclists cite ice as a serious obstacle (and 48% cite snow or gravel)** (Source: observatoire.velo.qc.ca). Data from Quebec's active mobility observatory shows that on days with snow or ice, cyclists are nearly *twice as likely* to forgo their bike commute (Source: observatoire.velo.qc.ca). The city addresses these concerns by actively clearing bike paths (discussed more below), but individual cyclists also adjust their behavior: riding at a slower speed, taking turns cautiously, and using lights to improve visibility are common tactics. Shorter daylight hours in winter pose visibility challenges, so good bike lights and reflective gear are essential. Urban planners note that *adequate lighting on bikeways* and separation from traffic can mitigate many winter safety risks (Source: observatoire.velo.qc.ca)(Source: observatoire.velo.qc.ca).

In summary, Montreal's climate is severe but not insurmountable for cycling. With temperatures regularly well below freezing and heavy snowfall, the city demands special measures for safe biking. Fortunately, **both equipment (studded tires, lights, winter clothing) and infrastructure (cleared and protected bike lanes) can dramatically improve winter cycling feasibility**(Source: uci.org)(Source: observatoire.velo.qc.ca). As we'll see, a committed core of Montrealers already pedals through the snow, proving that biking in a Canadian winter *can* be done when proper precautions are in place.

Montrealers' Perspectives on Winter Biking

Local Cyclists' Experiences: A decade ago, a winter cyclist in Montreal was a rarity – often regarded as a brave (or crazy) soul. Today, however, there is a visible and growing community of year-round riders. Montrealers who cycle in winter often describe it as *invigorating and practical*. *"That's how you deal with winter — you get outside and have some fun,"* said one avid cyclist at a winter biking event, noting that combining his love of biking with the season "*makes winter more enjoyable*" (Source: globalnews.ca). Enthusiasts point out that many errands or commutes are actually faster by bike than by car or transit, even in winter, given Montreal's dense urban layout. They report a sense of freedom in gliding past traffic jams that routinely plague snowy rush hours. Others simply enjoy the fresh air and exercise during a season when outdoor activity typically declines.

Community Initiatives and Advocacy: Montreal's winter cyclists have not gone unnoticed. Grassroots events like *"La Course de Vélo sur Glace"* (an annual ice bike race and winter biking forum) celebrate and promote winter riding (Source: globalnews.ca)(Source: globalnews.ca). At one such event, over 200 people gathered in Parc Maisonneuve to race fat bikes on snow and share tips for cold-weather cycling (Source: globalnews.ca). *"We are trying to encourage people to ride their bikes year-round — this is a way for people to see it's possible,"* explained organizer Jeffery Bush (Source: globalnews.ca). These events, often organized by local cycling coalitions, provide a festive platform for Montrealers to swap stories and normalize the idea of biking through blizzards. The very existence of winter bike festivals underscores a cultural shift: cycling is becoming a **year-round lifestyle** in Montreal, not just a summer pastime.

Public Opinion and Skepticism: Of course, not everyone is convinced. Some Montrealers remain skeptical of winter cycling or critical of the city's support for it. A common complaint heard on talk radio and social media is the perception that *"bike lanes get cleared before sidewalks or roads"*. After a snowstorm, it's not unusual to see a completely plowed bike path beside car lanes clogged with snow, leading a shoveling motorist to mutter about "that damn bike lane" being clear first (Source: forum.agoramtl.com)(Source: forum.agoramtl.com). This has fed a narrative among some that City Hall's pro-cycling policies are privileging a few hardy cyclists over drivers or pedestrians. *"Surely we should prioritize the roads and sidewalks — is this the [Mayor] Plante administration's cycling obsession in action?"* is a common refrain (Source: forum.agoramtl.com). However, as we'll explore next, the city's transportation officials have offered a clear explanation for the snow-clearing strategy – one rooted more in logistics than in politics.

On balance, **Montrealers' attitudes toward winter biking are gradually warming**. Surveys show that while cycling rates drop drastically from summer to winter, a *dedicated segment* continues to ride. According to Vélo Québec, about **190,000 people in Quebec rode a bike at least once during Winter 2019–2020**, compared to 3.3 million during the summer – a huge difference, yet significant in absolute terms (Source: observatoire.velo.qc.ca). In Montreal specifically, automated counters have documented

rapid growth in winter ridership: for example, bike counts in the coldest months (January–February) **increased 159% between 2015 and 2017** on key cycling routes (Source: eco-counter.com). Furthermore, the *"winter cyclist retention rate"* – the share of cyclists who keep riding through winter – has more than doubled in the past decade (rising from 6% in 2009 to about **13% by late 2010s** in Montreal) (Source: eco-counter.com). **In other words, more than one in ten of Montreal's fair-weather cyclists now continue biking in the snow**. This uptick suggests a cultural shift: each year, new converts decide to try winter biking and realize it's doable. Their testimonies – whether praising the quiet beauty of a predawn snow ride, or simply noting the convenience of avoiding slushy traffic – are helping to normalize winter cycling in the public consciousness.

Montrealers are also engaging in frank discussions about the limits of winter cycling. Many acknowledge it's *"not for everybody"* – e.g. those with mobility issues, or who live far from work may find it impractical. Even committed cyclists might take a bus on days when **conditions are truly treacherous (freezing rain, blizzard whiteouts, etc.)**. Importantly, local cyclists emphasize choice: they aren't arguing *everyone* should bike in winter, but that those who choose to should be accommodated safely. This nuance is gradually entering public discourse. Overall, **the Montreal public's view on winter biking is evolving** – energized by enthusiasts and improving infrastructure, tempered by pragmatic concerns – and the trend is toward greater acceptance of the bicycle as a year-round vehicle.

Infrastructure and Policies: How Montreal Supports Winter Cycling

Montreal's ability to foster winter biking hinges on robust municipal action – especially in *snow clearance and infrastructure design*. City officials have recognized that if cycling is to be a viable transport mode year-round, bike routes must be as dependable in February as they are in June. This has led to concerted efforts in the following areas:

- **Priority Snow Clearing of Bike Lanes:** Montreal's snow removal operations are massive: after major snowfalls, the city deploys ~1,000 pieces of equipment to clear **6,000 km of sidewalks, 4,000 km of streets, and nearly 700 km of bike paths**(Source: forum.agoramtl.com). Crucially, bike lanes are *cleared at the same time as roads*, not days later as in the past. Many residents have noticed that the dedicated bike paths are often black asphalt while adjacent sidewalks remain icy – leading to the perception that bikes get priority (Source: forum.agoramtl.com). The city's **official explanation** is pragmatic: *clearing bike paths is simply faster and easier*. *"Clearing a neighborhood's bike paths takes a fraction of the time required for its sidewalks or streets,"* notes Philippe Sabourin, a city spokesperson (Source: forum.agoramtl.com). The machinery is different too – *"we use pickups with plows on bike paths; those can't be used on narrow sidewalks, so stopping bike path clearing wouldn't speed up sidewalk clearing at all,"* Sabourin explains (Source: forum.agoramtl.com)(Source:

forum.agoramtl.com). Moreover, bike lanes typically have **fewer obstacles** – no parked cars or garbage bins – so plow crews can zip through without frequent stops (Source: forum.agoramtl.com). In essence, Montreal has optimized its operations so that **clearing the bikeways is a quick win** during snowstorms, and it doesn't detract from other snow removal. The city even sees a *community benefit* in this: during the interim before sidewalks are fully cleared, pedestrians, parents with strollers, and wheelchair users can temporarily use the plowed bike paths as accessible corridors (Source: forum.agoramtl.com)(Source: forum.agoramtl.com). *"If the bike path is clear and the sidewalk isn't, why not share it for a few days?"* Sabourin suggests, noting that in heavy storms even cyclists often stay home, leaving the plowed bike lanes free for others to walk safely (Source: forum.agoramtl.com). This pragmatic sharing approach underscores that **winter-maintained bike paths serve not just cyclists but the whole community**.

- **"Four-Season" Bike Network Design:** In recent years Montreal has shifted toward designing bike infrastructure specifically with winter in mind. This includes choosing routing and materials that facilitate snow removal (e.g. avoiding bollards or curbs that can snag plows, using asphalt surfaces that can be salted or brushed). The city's new flagship bikeways – the **Réseau Express Vélo (REV)** or "Bike Express Network" – are built to be *wide, protected, and kept open year-round*(Source: uci.org)(Source: uci.org). According to City Councillor Marianne Giguère, **17 REV routes will be accessible all year** once the network is complete (Source: uci.org). Montreal's official cycling map even highlights which bike paths are maintained in winter, forming a connected winter cycling network across many boroughs (Source: forum.agoramtl.com). Key links, such as the **Jacques Cartier Bridge bike/ped path, were outfitted for winter use** in recent years – a significant improvement, since previously this vital crossing closed in colder months (Source: eco-counter.com) (Source: eco-counter.com). The bridge path is now plowed and monitored via a special Twitter account providing condition updates to cyclists (Source: eco-counter.com). As a result, even in the dead of winter, **hundreds of cyclists use the bridge daily (about 237 per day in early 2021)** to cross the St. Lawrence – proving the demand is there if infrastructure is available (Source: eco-counter.com). Montreal has also experimented with *heated* bike paths in a few locations (using geothermal energy under pavement), though those are limited pilot projects.

- **Equipment and Maintenance Innovations:** The city continues to refine its winter maintenance toolkit. As noted, standard large snowplows handle major roads, while smaller sidewalk plows handle footpaths. For the in-between width of two-way bike paths, Montreal employs pickup trucks or small tractors with plow attachments (Source: forum.agoramtl.com). These nimble units can clear bike lanes efficiently. Montreal also actively **grits and salts** key bikeways to prevent ice buildup, though the use of road salt is calibrated to limit environmental impact. Planners have noted that protected bike lanes (e.g. those at street level with a curb separation) can actually *act as additional snow storage* for plows clearing the car lanes – but this requires promptly coming back to clear the bike lane itself. Montreal's approach is to plow the bike lane *at the same time* or immediately after the

adjacent road, rather than treating it as an afterthought. The city even produced an internal poster for snowplow operators highlighting the growth of winter cycling – including statistics – to motivate and show crews that their extra effort on bike lanes is making a difference (Source: eco-counter.com). This resulted in positive feedback from staff (one snowplow driver was inspired to start biking to work) (Source: eco-counter.com). In short, **Montreal's public works department has "bought in" to winter cycling maintenance**, making it a normal part of snow clearance operations.

- **Year-Round Bikeshare (BIXI):** A game-changer in Montreal's winter cycling story has been the extension of the BIXI public bikeshare system to year-round service. Traditionally, BIXI stations were removed in late fall and stored until spring. But due to popular demand, Montreal launched a **winter pilot in 2023–24 keeping 150 stations in operation** through the winter (Source: uci.org). Special *winterized BIXI bikes* were deployed – equipped with studded tires and non-slip pedals, a first for any North American city's bikeshare (Source: uci.org). The pilot was a resounding success: even in a frigid February, **Montrealers took over 70,000 BIXI rides** – clear evidence of latent winter demand (Source: strongtowns.org). In total, BIXI recorded **nearly 12 million trips in 2023**, double the number from 2019 (Source: strongtowns.org), thanks in part to the new winter operations. BIXI's leadership views the service as *"more than a bike-share – it's easy public transportation"*, noting that a quarter of all Montrealers used BIXI in 2023 (Source: strongtowns.org)(Source: strongtowns.org). Having bikeshare available in winter also lowers the barrier for newcomers to try cold-weather riding (they can experiment without investing in a winter bike). The city and BIXI plan to **expand the winter network** in coming years (Source: uci.org), given the strong uptake. This move aligns Montreal with global cycling cities like Paris and New York that have also recently made bike-share year-round.

- **Funding and Policy Commitments:** Montreal's political leadership has formally embraced four-season cycling in its transportation plans. The city's 2020 Transportation Master Plan set an ambitious target to boost the overall bicycle mode share from ~3.3% in 2020 to **15% by 2030**(Source: uci.org). Achieving this implies capturing more winter trips as well, since a significant seasonal drop-off would hinder reaching the annual average goal. Thus, Montreal is **investing in cycling infrastructure with winter in mind**, from heated intersection pavement in some spots to extra winter staffing for path clearing. Budget line items have been dedicated to winter bike network maintenance, and the city monitors progress through data (open data portals now publish bike counter data year-round for transparency and analysis (Source: eco-counter.com)). Montreal's Mayor and council have also framed winter cycling as part of climate action and mobility equity – ensuring that those who *choose not to drive* in winter have safe alternatives. Notably, the city has found that **maintaining bike mobility in winter can complement other modes**: every winter cyclist is one less car on the road or one more seat available on a crowded bus.

In summary, Montreal's approach can be seen as **creating a "winter-proof" cycling network**. By plowing bike lanes swiftly, designing protected routes for all-season use, equipping its bike-share for snow, and funding the necessary maintenance, the city has significantly reduced the friction that once

made winter cycling unappealing. There are still gaps – not every neighborhood has a plowed bike route, and after extreme storms even cleared lanes can be bordered by snowbanks that make access difficult. But each year, Montreal refines its tactics (for instance, experimenting with *overnight snow removal specifically on popular bike commuter routes*). The policies in place today treat cycling as a legitimate, year-round mode of transportation – a dramatic evolution from a generation ago, and one that is inspiring more Montrealers to consider keeping their wheels rolling through December, January and beyond.

Expert Insights: Perspectives on Year-Round Cycling

Montreal's winter biking journey has attracted the attention of various experts – from urban planners and engineers to climatologists and health professionals – each offering insight into the broader implications of year-round cycling.

Urban Planners and Transportation Experts: Experts in urban mobility often point to Montreal as a case study of a cold-weather city making cycling work. Daniel Piatkowski, an academic studying cycling policy, notes that an important factor in Montreal's success is *institutional support*: cycling is integrated into the city's overall transportation framework, rather than being an afterthought (Source: strongtowns.org)(Source: strongtowns.org). This mirrors moves in other cities (Piatkowski cites Minneapolis hiring a full-time bike planner as transformative (Source: strongtowns.org)). The lesson is that winter cycling thrives when it is part of the transportation *system*, with dedicated staff, data collection, and planning – all of which Montreal has embraced. Urban planners also emphasize **infrastructure design**: Melissa and Chris Bruntlett, authors of *Building the Cycling City*, highlight that cities like Montreal are adopting Dutch and Danish design principles (protected, sufficiently wide bike lanes, separate signals, etc.) which make cycling safe and attractive for ordinary people (Source: smithgroup.com)(Source: smithgroup.com). **Designing for winter** is an extension of this – for example, Montreal's use of concrete curb separators on the REV paths both protects cyclists from cars and creates a barrier that keeps snow from being pushed onto the bike lane (Source: forum.agoramtl.com). Mikael Colville-Andersen, a Danish urban designer, has argued that treating cyclists "as equivalent to pedestrians, not cars" is key to year-round cycling (Source: smithgroup.com), meaning you give them safe space and priority for clearance just as you would sidewalks – advice Montreal appears to be following in its operations.

Climatologists and Environmental Researchers: Climate experts observing Montreal note that trends in global warming could have complex effects on winter transportation. Winters in Montreal have warmed somewhat over the past decades, leading to more freeze-thaw cycles and freezing rain, but also slightly fewer extreme subzero days. A recent study projected that **by the 2050s Montreal will be significantly warmer and drier in winter, which could increase cycling ridership by about 9–20%** as conditions become more amenable (Source: trid.trb.org). The biggest gains are expected in the so-called "shoulder

seasons" – milder autumns and early springs – but even mid-winter might see more cyclists if snow cover is intermittent due to climate change (Source: trid.trb.org). However, climatologists caution that more freeze-thaw might mean *more ice* on some days, requiring cities to be nimble with salting and surface treatments. They also highlight the environmental co-benefits of winter cycling: vehicular emissions are actually worse in cold weather (engines run less efficiently and idling increases). According to Natural Resources Canada, a typical car's fuel consumption (and hence emissions) **increases by ~27% when temperature drops from 24°C to –7°C**(Source: observatoire.velo.qc.ca). Thus, every trip switched from a car to a bike in winter actually saves more emissions than the same switch in summer. Some environmental health scientists have pointed out that winter air quality in cities can suffer due to thermal inversions trapping pollution (Source: observatoire.velo.qc.ca), and tailpipe emissions combined with **resuspended road salt and sand** create fine particulate matter in winter air (Source: observatoire.velo.qc.ca). Promoting cycling (a zero-emission mode) in winter can help mitigate these winter air quality issues. In sum, the climate perspective underscores that **winter cycling has tangible environmental benefits**, and that Montreal's efforts might become even more crucial under future climate scenarios that favor active transport during milder winters.

Public Health and Medical Community: Health professionals see both benefits and risks in winter cycling. On the positive side, **year-round physical activity** can improve cardiovascular fitness, help maintain a healthy weight, and boost mental health during the dark winter months. Epidemiologists note that Canadians are far less active in winter – one study found *64% of Canadian adults are sedentary in winter, versus 49% in summer*(Source: observatoire.velo.qc.ca). Quebec in particular ranks poorly for winter activity levels (Source: observatoire.velo.qc.ca). Encouraging modes like winter cycling can help close this seasonal exercise gap. Doctors also highlight the mental health aspect: getting outside in daylight, even for a 20-minute bike ride to work, can combat seasonal affective disorder and the general winter blues by releasing endorphins and providing exposure to sunlight (however scarce) (Source: rotwild.com)(Source: tk.de). One Montreal cyclist humorously noted that biking in the cold *"boosts your mood — you arrive at work feeling like you conquered something"*, an observation consistent with research on cold-weather exercise improving resilience and mood (Source: bikeradar.com).

On the cautionary side, emergency room physicians observe that **slips and falls** are a common winter injury, and cyclists are not immune. While data is limited, some trauma studies have investigated whether winter cycling leads to higher injury rates. A study in Finland found that *most winter bike accidents were minor and involved single-bike falls on ice*, but the overall risk of serious injury did not spike dramatically compared to summer (Source: theguardian.com). Montreal's own hospital records show that cycling injuries do occur year-round (often influenced by factors like darkness and road conditions), but citywide data have yet to indicate a severe winter injury epidemic. Experts stress that wearing a helmet, using lights, and riding cautiously in winter are important to minimize injuries. Orthopedic specialists also advise cyclists on proper tires and even lower tire pressure to gain more grip on slick streets, analogous to using winter tires on cars.

Another public health consideration is **winter road safety for all users**. Interestingly, when a city accommodates winter cyclists, it often also ends up improving conditions for pedestrians (e.g. quicker snow clearing on bike paths benefits walkers, as noted). Lower car traffic due to some people biking can reduce collision risks and road congestion-related stress. Additionally, fewer cars in winter means fewer dangerous *sliding cars* on icy roads – a benefit that is hard to quantify but often mentioned by winter bike advocates. From a health economics perspective, the **benefit-to-cost ratio of cycling infrastructure** tends to be high in general (due to healthcare savings from increased physical activity, among other factors). This holds in winter too: if infrastructure enables even a modest number of additional people to stay active and healthy through the winter, the healthcare system sees downstream savings in reduced chronic disease. Montreal's investments in plowed bike lanes can thus be viewed through a public health lens as well – an active transportation policy that keeps people moving year-round.

Transportation Engineers: Engineering professionals focus on the practical aspects of keeping cyclists safe in winter. They examine questions like: what pavement treatments prevent ice without causing slippery residue for bikes? How to design drainage on bikeways so that melted snow doesn't refreeze into black ice? Montreal's engineers have tested various solutions, such as using fine stone dust or sand for traction in extremely cold temps where salt is less effective, and ensuring bike lane asphalt has adequate drainage to avoid puddling. The **geometry of winter bike lanes** is also important – for example, avoiding steep grades where possible, since climbing a hill on ice is far harder (this is where Montreal's e-bikes in bikeshare help, as they allow riders to tackle hills like Mount Royal even in winter) (Source: strongtowns.org). Engineers and planners often collaborate; one example is Montreal's coordination with *cycling advocacy groups to identify priority winter bike routes*, using data from bike counters to focus resources on the busiest corridors first (Source: eco-counter.com)(Source: eco-counter.com). The expert consensus in the engineering community is that **winter cycling is a solvable design problem**: with the right equipment (plows, de-icers), street design (protected lanes), and operations plan, cities can maintain safe cycling infrastructure even in snowy climates. Montreal's ongoing refinements provide a learning laboratory that engineers from other cities are watching closely.

In summary, experts across domains generally support Montreal's winter cycling efforts as part of a modern, sustainable urban mobility system. They acknowledge challenges (safety, operations, climate factors) but see **clear benefits in health and environment, and achievable solutions through smart planning and design**. The interdisciplinary agreement is that enabling more people to bike in winter can yield positive outcomes, and Montreal's experience offers valuable lessons for any cold-climate city aiming to do the same.

Montreal vs. Other Winter Cities: A Comparison

Montreal is not alone in pursuing winter cycling. It's instructive to compare its approach and progress with other cities known for both cold winters and robust cycling cultures. Below is a snapshot of **key winter cycling metrics and strategies in Montreal versus three peer cities** often cited for their winter cycling prowess:

Table 1: Winter Cycling in Montreal vs. Other Cold-Climate Cities

CITY	WINTER CLIMATE (JAN. AVG TEMP; ANNUAL SNOW)	WINTER CYCLING PREVALENCE	NOTABLE WINTER CYCLING STRATEGIES
Montreal (Canada)	~–9°C avg in Jan; ~216 cm snow per year (Source: en.wikipedia.org). Frequent freeze-thaw cycles.	~13% of cyclists continue through winter (2018) (Source: eco-counter.com). Winter bike trips ~10–15% of summer volume. Growing annually.	– Plows ~700 km of bike lanes alongside roads (Source: forum.agoramtl.com).
– **Protected REV network** (17 routes) open year-round (Source: uci.org).			
– Winter *BIXI* bikeshare with studded tires (Source: uci.org).			
– Snow clearance synchronized with road operations (Source: forum.agoramtl.com); lanes often cleared **quickly** and prior to sidewalks (Source: forum.agoramtl.com) (Source: forum.agoramtl.com).			
Copenhagen (Denmark)	~0°C in Jan; light snow (coastal climate, milder winters). Frequent rain/sleet.	~75% of Copenhagen's cyclists keep riding in winter (Source: smithgroup.com). Overall bike mode share ~49%. Winter cycling is normal and	– **High priority snow clearing** on cycle tracks (city deploys small sweepers immediately when snow falls) (Source: smithgroup.com).

CITY	WINTER CLIMATE (JAN. AVG TEMP; ANNUAL SNOW)	WINTER CYCLING PREVALENCE	NOTABLE WINTER CYCLING STRATEGIES
		barely drops except in extreme weather.	
– Partnership with local farmers to plow bikeways during snow (Source: smithgroup.com).			
– Extensive **protected bike lanes** on almost all major streets, well-lit and maintained.			
– Heated traffic signals and footrests for cyclists remain in operation year-round.			
Minneapolis (USA)	~–11°C in Jan; ~140 cm snow per year. Frequent extreme cold snaps (–20°C not uncommon) (Source: ergonbike.com).	Thousands of winter cyclists (estimated **20,000+** riders continue in winter) (Source: ergonbike.com). Bike commuting mode share ~4–5% overall; dips in winter but city still sees significant year-round bike traffic.	– **85 miles of bike paths** prioritized for winter maintenance (plowed within 24 hours) (Source: ergonbike.com).
– “Snow emergency” bike route network identified for special focus.			
– **Heated bike shelters** at key hubs (over 40 locations) for parking and			

CITY	WINTER CLIMATE (JAN. AVG TEMP; ANNUAL SNOW)	WINTER CYCLING PREVALENCE	NOTABLE WINTER CYCLING STRATEGIES
waiting (Source: ergonbike.com).			
– Annual **Winter Bike to Work Day** and outreach (5,000+ participants) to encourage winter riding (Source: ergonbike.com).			
– Use of studded tires encouraged; some city fleets use them.			
Oulu (Finland)	~–11°C in Jan (but can drop to –30° or lower) (Source: theguardian.com) (Source: wwf.org.uk). ~160–175 days of snow cover per year (Source: theguardian.com); very stable dry snow.	**12%** winter bicycle mode share (32% in summer; ~22% year-round) (Source: theguardian.com) (Source: wwf.org.uk) – one of the highest in the world for winter. Cycling in Oulu is considered routine, even at –20°C.	– **613 km** of linked bike paths fully separate from traffic (Source: wwf.org.uk)(Source: wwf.org.uk).
– **~98% of network is maintained in winter**, often **cleared before roads**(Source: wwf.org.uk)(Source: wwf.org.uk).			
– Regular user surveys to adjust maintenance; investment in high-quality lighting on all bike routes (Source: wwf.org.uk) (Source: wwf.org.uk).			

CITY	WINTER CLIMATE (JAN. AVG TEMP; ANNUAL SNOW)	WINTER CYCLING PREVALENCE	NOTABLE WINTER CYCLING STRATEGIES
– Winter Cycling Master Plan since 2010; hosted the first Winter Cycling Congress (2013) to share best practices.			

Sources: Climate data from Environment Canada, Danish Meteorological Institute, NOAA, and Finnish Meteorological Institute. Cycling stats and strategies from city reports and studies (Source: eco-counter.com)(Source: smithgroup.com) (Source: ergonbike.com)(Source: wwf.org.uk) (Source: wwf.org.uk).

As Table 1 illustrates, **Montreal stacks up well among winter cycling cities**, though each city has unique strengths. Copenhagen's mild winters and deeply ingrained bike culture mean that three-quarters of cyclists there hardly miss a beat when it snows (Source: smithgroup.com). Montreal's winter cycling rate is lower in comparison – it still sees a big seasonal drop – but the gap is narrowing as infrastructure improves. Minneapolis, often called the *"Winter Cycling Capital"* of the U.S., shows that even with brutal cold, a North American city can foster a robust winter biking community through infrastructure and programming (Source: ergonbike.com)(Source: ergonbike.com). Notably, Minneapolis and Montreal have similar winter temperatures and snowfall, yet Montreal's overall bike mode share is now higher – suggesting that policy choices and street design, not just climate, drive cycling rates. Meanwhile, Oulu, Finland stands out as a kind of *gold standard* for winter cycling, with a double-digit modal share in winter. Oulu's success (12% winter mode share (Source: theguardian.com)) is often attributed to decades of consistent investment in a **separated, lit, and diligently maintained bike network** that reaches everywhere in the city (Source: wwf.org.uk)(Source: wwf.org.uk). Oulu's experience reinforces a key point: **when cycling infrastructure is maintained to a high standard in winter, people will use it**, even under Arctic conditions.

A few cross-cutting lessons emerge from these comparisons:

- **Timely Snow Removal is Key:** All these cities explicitly clear bike paths quickly. Copenhagen famously aims to have all bike lanes cleared **before the morning commute** whenever it snows, sometimes even faster than car lanes. Oulu often clears cycle paths *before* adjacent roads as well (Source: wwf.org.uk). Montreal and Minneapolis have both adopted <24-hour clearance targets for priority bikeways (Source: ergonbike.com). This prevents ruts and ice pack from forming, keeping surfaces safer. The consistency of this practice across leading cities underscores its importance.

- **Network Continuity:** A maintained winter bike lane here or there is of limited use if it doesn't connect to destinations. Cities that excel create a **continuous winter cycling network**. Montreal's winter network (while not 100% of its bike lanes) covers many core routes, and the city continues to plug gaps (e.g., keeping bridge links open). Minneapolis connects key neighborhoods to downtown with its plowed trails and lanes. Oulu's entire urban area is webbed with paths so one can bike from any home to any workplace on a cleared route. This network effect encourages ridership, as cyclists know they won't hit an abrupt dead end of uncleared path.

- **Cultural and Policy Support:** Winter cycling thrives where it's normalized. In Copenhagen, it's utterly normal to see parents biking children to school on a snow-frosted morning – because the city has spent decades building that culture (backed by policy). Oulu actively promotes winter biking as part of its identity (even leveraging it for "winter cycling tourism" events). Montreal and Minneapolis have building enthusiasm through events, media, and political leadership that openly encourages winter cycling. Having mayors and officials who champion winter biking (e.g., participating in Winter Bike to Work Day) helps legitimize it to the public.

- **Innovation and Adaptation:** These cities also innovate. Copenhagen's enlistment of farmers to plow bike lanes during heavy snow is one creative solution (Source: smithgroup.com). Minneapolis testing heated pavement or Montreal equipping bike-share bikes with studs are other examples. Oulu's long-running practice of surveying cyclists for feedback on winter maintenance is a great way to adapt tactics (they found, for instance, that using a finer gravel mix improved traction significantly, leading to its widespread use). The willingness to try new methods and technology, and to learn from each other (the annual Winter Cycling Congress facilitates this exchange), keeps these cities on the cutting edge of winter maintenance.

In essence, **Montreal's approach aligns well with best practices seen in other winter cities**, though there is room to grow. Montreal's winter mode share is still modest compared to summer, but the trajectory is upwards. By continuing to invest in maintenance, network connectivity, and cultural acceptance, Montreal could inch closer to the likes of Oulu or Copenhagen in winter ridership over time. It's already considered a North American leader – as evidenced by its UCI "Bike City" label in 2023 which explicitly recognized Montreal's commitment to year-round cycling (Source: uci.org)(Source: uci.org). The experiences of peer cities provide a roadmap for Montreal to follow (and perhaps one day exceed).

Impacts of Embracing Winter Cycling: Health, Environment, and Economy

Encouraging cycling in winter is not just a transportation initiative; it has broader **public health, environmental, and economic implications**. We consider each of these in turn:

1. Public Health: Year-round cycling can yield substantial health benefits. Physically, it helps riders stay active during winter months that are otherwise associated with sedentary behavior and weight gain. Regular moderate exercise like cycling boosts cardiovascular health and can strengthen the immune system – a noteworthy point in flu season (Source: compassohio.com). By making cycling a viable option in winter, cities help residents incorporate exercise into daily life (commuting, errands) instead of hibernating. There are mental health benefits as well: winter cycling exposes people to natural light (helping regulate mood and circadian rhythms) and triggers endorphin release which can combat seasonal depression (Source: rotwild.com)(Source: bicycling.com). Many Montreal winter riders report that biking through the cold gives them more energy and better mood during the day, compared to using a car or transit where one remains passive.

From a healthcare perspective, **fewer cars and more bikes can also improve safety**. While one might expect more bike crashes in slippery conditions, the evidence doesn't show a large spike in serious injuries – likely because the overall number of cyclists is lower and those who do ride adjust their behavior. Meanwhile, if even a small percentage of commuters shift from driving to biking in winter, that can translate to fewer multi-vehicle accidents on icy roads, reducing injuries for everyone. In Montreal, as in many cities, traffic accident rates tend to dip on the snowiest days (because everything slows down) – a slower city is a safer city. Winter cycling contributes to this "safety in calm" effect by replacing cars (which can cause severe harm when they lose control on ice) with bikes (which move slower and pose far less threat to others).

Another aspect is **resilience and well-being**. Winter in northern cities can be socially isolating and physically limiting. Providing infrastructure for winter biking is part of making cities more *age-friendly and equitable in winter*. For example, a person who cannot afford a car can still have reliable mobility by bike year-round if the bike paths are plowed – allowing them to access jobs or services and remain healthy. Also, some studies suggest that those who engage with the outdoors in winter (like cyclists) tend to report higher life satisfaction and resilience against winter's stresses. All told, promoting winter cycling can be seen as a public health strategy: it keeps a segment of the population healthier and happier, and that has cascading benefits (reduced healthcare costs, higher productivity, etc.). Indeed, a recent analysis in the U.S. estimated that for *every $1 invested in cycling, society gains about $11 in benefits* (from health, reduced pollution, etc.) (Source: ergonbike.com) – a ratio that likely holds or even increases in winter due to the greater health challenges of the season.

2. Environmental: The environmental impacts of winter cycling are largely positive, especially in the context of climate change and urban air quality. First and foremost, **every trip made by bicycle instead of a gasoline car cuts down greenhouse gas emissions**. A winter cyclist in Montreal who rides 5 km to work (instead of driving) prevents roughly 1–2 kg of CO_2 from being emitted *per round-trip*. Multiply that by hundreds of cyclists over an entire winter, and the emissions savings become significant. As mentioned earlier, cars have poorer fuel efficiency in cold weather – engines take longer to warm up and

people often idle engines to defrost or keep the heater running. This means the **emissions per kilometer are higher in winter**. By cycling, one avoids those cold-start emissions entirely. On a city-wide scale, if Montreal can raise its winter cycling mode share, it directly contributes to its climate targets (Montreal has a goal to be carbon-neutral by 2050). **Oulu, Finland saw a 32% reduction in carbon emissions (2010–2015)** in part due to its high cycling rates year-round, highlighting how mode shift contributes to lower CO_2 (Source: wwf.org.uk)(Source: wwf.org.uk).

Air quality is another environmental angle. Winter air in Montreal can suffer from particulate matter due to car exhaust and the mechanical abrasion of tires on sand/salt. During thermal inversions (cold air trapped near the ground), pollutants concentrate right where people breathe (Source: observatoire.velo.qc.ca). By replacing car trips, cycling helps reduce these emissions. Also, cities might be able to use **less road salt** if there are fewer cars – salt is spread to improve tire traction for vehicles, but bikes (with studded tires) and pedestrians don't require the same level of salting. Excessive salt is an environmental pollutant for soil and water. To the extent that winter cycling growth could allow a calibrated reduction in salting (or at least not an increase even as mobility continues), it's an environmental win. There's also noise pollution to consider: a city with more bikes and fewer revving engines on a cold morning is a quieter, more peaceful environment – which is beneficial for urban wildlife and human mental health.

One must also consider the **operational footprint** of maintaining winter bike infrastructure. Critics sometimes point out that plowing bike lanes and using fuel for that has an environmental cost. However, the incremental impact is relatively small – the same plows are out for roads and sidewalks anyway. In fact, because bike lanes are small and quick to clear (as Montreal's Sabourin noted, it's less work), their additional plowing contributes minimally to emissions (and Montreal is transitioning some of its maintenance fleet to electric, further reducing this). Moreover, if more people bike, the city might size down other road operations in the long term (e.g. less need for road widening or as many snow disposal trucks if traffic volumes drop). Overall, the **environmental calculus strongly favors winter cycling**: it's a low-carbon, low-pollution mode of travel that, when enabled at scale, can help cities cut emissions and improve air quality even in the challenging winter period.

3. Economic: Lastly, there are economic implications to supporting winter cycling – some obvious, some more subtle. On a personal level, individuals who cycle to work in winter can save money on transit fares, fuel, parking, and even gym memberships (their commute doubles as exercise). At the city scale, having more people use bikes can reduce road maintenance costs over time (bikes cause virtually no road wear, whereas cars and salt cause significant damage to pavement). Fewer cars can also mean less congestion, which has economic benefits due to time savings and productivity. A study in Montreal estimated that congestion costs the region billions in lost productivity; year-round cycling provides another option to keep the city moving efficiently even when snow slows down car traffic.

Local businesses can benefit from winter cycling too. Historically, bike shops in cold cities would struggle or close in winter for lack of customers. But Montreal's bike shops have reported **booming winter sales** in recent years (Source: eco-counter.com)(Source: eco-counter.com). The surge in winter cyclists means more demand for products like studded tires, winter apparel, lights, and maintenance services during the cold season. One shop owner noted they were able to **increase winter staffing by 40%** (compared to a few years prior) because winter-related bike sales and tune-ups have become a steady income stream (Source: eco-counter.com). This is a small but telling example of how a culture of winter cycling can support jobs and economic activity year-round, instead of the bike industry being purely seasonal.

The city's economy at large can also see benefits. Touristically, Montreal can market itself (as Oulu does) as a winter cycling-friendly city, perhaps drawing visitors for events or at least impressing those who come for conferences in winter that the city is bikeable. For employers, having employees who cycle year-round could mean healthier staff (fewer sick days) and perhaps less need to subsidize expensive parking. Some employers in Montreal already encourage winter biking by providing end-of-trip facilities (showers, indoor bike parking) knowing it can boost employee well-being and punctuality (since a bike commute time is more predictable in snow than a car commute stuck in traffic).

There are also **indirect economic gains** from the environmental improvements and health improvements mentioned earlier. Better air quality means fewer health costs from asthma and other pollution-related illnesses. Increased physical activity means lower rates of heart disease and obesity over the long term, reducing healthcare expenditures. These translate into economic savings that, while hard to itemize in a budget, are very real for society. A U.K. analysis famously suggested that *if a population cycles regularly, it could save a country billions in health costs*. In Finland, it was estimated that the high level of winter cycling in cities like Oulu saves the nation money by keeping people fit through the winter (one figure cited is a potential **€1–4 billion health cost saving** if levels of cycling seen in Scandinavia could be achieved elsewhere) (Source: theguardian.com).

On the flip side, one must acknowledge the costs: Montreal has spent considerable funds on its winter cycling measures – from purchasing specialized plows to the labor costs of snow clearance, to maintaining bike-share through winter. There's also investment in infrastructure like the REV. These are real costs, but the **cost-benefit analysis tends to be favorable** when all externalities are considered. For example, a mile of protected bike lane is far cheaper to build and maintain than a mile of roadway or highway, yet it can move a comparable number of people per hour in dense city conditions. When those people are biking in winter, the city is getting full-year utilization of that infrastructure, improving the return on investment.

In conclusion, the **economic case for supporting winter cycling** is strong when viewed holistically: individuals save money, certain businesses get a boost, and the city gains from healthier citizens and potentially reduced demands on road infrastructure and healthcare. Montreal's own experience bears this out – what began mostly as an accommodation for a small number of winter die-hards has grown into a

strategic component of the city's transport plan, justified not just on social or environmental grounds but on economic ones too (e.g., attracting young talent who see cycling culture as a quality-of-life factor, or avoiding the costs of widening roads by instead promoting bikes).

Case Studies and Illustrative Examples

To tie together the insights from this report, it's worth highlighting a few **mini case studies** that illustrate different facets of winter cycling in Montreal and beyond:

Case Study 1: Montreal's Winter BIXI Pilot (2023–24) – *Setting a North American Precedent* When Montreal announced it would keep 150 BIXI stations running through winter, some were skeptical. Would anyone use bike-share in blizzards? The city's gamble paid off. By equipping bikes with studded tires and regularly clearing docks of snow, BIXI saw tens of thousands of trips even in January and February (Source: strongtowns.org)(Source: uci.org). One surprising outcome: **new riders** tried winter biking because of BIXI. A survey found that a portion of winter BIXI users had *never biked in winter before*, but gave it a shot because the bikes were available. The success has prompted BIXI to announce an expansion of winter service next year, covering a larger area of the city. This case shows that **convenience and access can convert more people into winter cyclists**. Montreal demonstrated leadership by being the first on the continent to implement a major winter bike-share – a move now being watched by cities like New York and Chicago.

Case Study 2: The Snowplow Drivers Who Became Cycling Allies – *Changing Mindsets in City Operations* Montreal's winter cycling poster in the snow clearance depot (mentioned earlier) is a small but powerful story. By presenting data to the crews – e.g., that **winter bike counts in the Plateau rose 40%+ over a decade** and that their work enables hundreds of people to bike each day (Source: eco-counter.com)(Source: eco-counter.com) – the city gave personal meaning to plowing a bike lane. One long-time snowplow operator admitted he used to wonder *"why bother plowing an empty bike path at 5 AM?"* on frigid mornings. After seeing the numbers and the city's commitment, he not only took pride in clearing it but actually **started biking to work** on mild winter days himself (Source: eco-counter.com). This anecdote underscores a broader point: **internal culture change** within city departments is crucial. Montreal turned some initial skepticism into buy-in by treating plow operators as partners in promoting mobility, not just as cogs in a machine. It's a case study in managing change – relevant to any city trying to implement new priorities like active transportation.

Case Study 3: Oulu's Winter Cycling Network – *What the World's "Winter Biking Capital" Achieves* Oulu, Finland, often steals the show at winter cycling conferences, and for good reason. With 12% winter mode share and over 600 km of paths, Oulu offers a glimpse of what might be possible for cities like Montreal in the future (Source: theguardian.com)(Source: wwf.org.uk). One illustrative program is Oulu's **"Between Ears" feedback system**: residents can instantly report slippery spots or uncleared sections

via a mobile app, and maintenance crews are dispatched quickly. This responsiveness keeps standards high. The city also invests in small things that matter – like plenty of bike racks *designed for snow* (easy to use with gloves, spaced for big tires) and routing winter cyclists along roads that get top snow-plowing priority (so even if a bike path isn't available, the road lane next to the curb is kept clear and wide enough for bikes). The result is that in Oulu, biking in –20°C feels normal; you'll see children cycling to school through snowfall (recall: **30% of Oulu kids under 12 bike to school in winter**!) (Source: theguardian.com). For Montreal, Oulu's case is an inspiring benchmark – it shows that if you make winter cycling **truly convenient and safe**, a large segment of the population will adopt it, despite cold and darkness. It's a vision of cycling not as an extreme sport but as everyday transport, 365 days a year.

Case Study 4: Winter Cycling and Public Health – Montreal's "Cold Zumba" In February 2022, a Montreal public health initiative teamed up with a cycling group to host an outdoor "Winter Bike + Fitness" day. Part of the event involved a group bike ride through several neighborhoods, ending at a park where participants did a 15-minute Zumba dance workout in their winter gear. The symbolism was clear: *exercise can be fun even in winter, and biking is part of that active lifestyle*. Health officials distributed pamphlets about the benefits of outdoor activity for mental health, and free bike lights to encourage night visibility. This case exemplifies how **public health agencies are embracing active transport** promotions. Rather than viewing winter as a time to stay indoors, the event messaged that going for a bike ride (even a short one) and getting your blood pumping is one way to beat the winter lethargy. For professionals, this highlights an opportunity: framing winter cycling as not just a transportation issue, but a public health campaign (much like encouraging people to jog or ski) can broaden support and participation. Montreal's health authorities are now looking at data on whether such events and overall winter biking upticks correlate with improved winter mood metrics in the population – a fascinating interdisciplinary case of urban planning meeting public health goals.

Case Study 5: Business and Winter Cycling – The Laurier Avenue Experiment Laurier Avenue in Montreal's Plateau borough is a commercial street with shops and cafes. It also has a popular protected bike lane. In winter 2017, the city initially did not clear the Laurier bike lane after snowfalls, and local merchants noticed a drop in cyclist customers – many of whom are year-round residents who would still venture out on bike if able. After lobbying the borough, the bike lane was added to the snow clearance list. Merchants reported that some regulars came back on their bikes, and winter bike parking racks (provided by the city) actually saw decent use. One cafe owner said, *"It's not huge numbers, but even a few extra customers on bikes each day helps in winter. Plus they usually live nearby and are loyal locals."* This micro-level case hints at an economic impact: **bike-friendly streets can support local businesses year-round**. Cyclists are more likely to be "local shoppers" who stop by frequently. If they can safely bike in winter, they'll keep coming. It's a small piece of the urban economy puzzle, but one that adds to the justification for keeping those lanes clear – not just for the cyclists' sake, but for the shops that rely on their patronage.

These case studies reinforce the themes covered in this report: that winter cycling in Montreal is multi-faceted and touches on infrastructure, culture, health, and economics. Montreal's experience – echoed by insights from other cities – shows that **yes, you can bike in the snow** if you have the right support systems in place. The conversation has shifted from *"Why on earth would we clear bike lanes in a blizzard?"* to *"How can we best clear bike lanes, because people will use them?"*. Montrealers themselves are saying that biking in winter is not only possible, but for a growing number, preferable – and they're asking for the city to keep making it safer and easier.

Conclusion

Montreal's journey toward becoming a true four-season cycling city offers valuable lessons for urban planners, transportation officials, and cycling advocates in any cold-climate metropolis. The feasibility and safety of biking in the snow, once dismissed by skeptics, have been demonstrated through both data and daily examples on Montreal's streets. With temperatures well below freezing and snowdrifts aplenty, Montreal has shown that **a combination of resilient infrastructure, proactive maintenance, and supportive policy can overcome the challenges of winter**. The voices of Montrealers – from enthusiastic winter cyclists to cautious observers – highlight a community adapting to and increasingly embracing year-round active transport.

Key takeaways include the importance of **clearing bike lanes quickly and thoroughly**, designing routes that remain functional in winter conditions, and providing facilities like winter bikeshare that lower barriers to entry. Expert perspectives underscored that winter cycling can yield significant public health and environmental benefits, aligning with broader city goals for well-being and sustainability. Comparing Montreal to places like Copenhagen, Minneapolis, and Oulu made clear that while climate matters, **the right strategies can make cycling viable in almost any winter environment** – and Montreal is on the right track, literally and figuratively.

For professionals considering similar initiatives, Montreal's experience underscores the need for a holistic approach: engineering solutions (plows, pavement design) go hand in hand with social initiatives (events, public education) to normalize winter cycling. It's not just about bikes – it's about building cities that remain accessible, healthy, and green through all seasons. **Montrealers are increasingly voting with their pedals** in winter, signaling that the investments are paying off. As one local cyclist quipped, *"There's no bad weather, only bad clothing – and maybe bad city planning."* Montreal is addressing both, ensuring that even when the snow flies and mercury drops, two wheels can keep turning.

In answering *"Can you bike in the snow?"*, Montreal's resounding response – backed by growing evidence and experience – is **"Yes, and we're doing it more each year."**

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Tags: urban planning, winter cycling, active transport, transportation infrastructure, montreal, snow clearing policy, urban mobility

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.

DISCLAIMER