## CJAD 800, August 20, 2025: the candidate's statements on the Terrebonne bike path checked against the record

October 26, 2026

Summary points of the fact check, verbatim. Full document, sources, page references and the transcript: https://github.com/OpenMobilityData/Terrebonne-open-sources/tree/main/2025-08-20-cjad-valenzuela.

1. **The working committee's recommendations were not « completely disregarded ».** The committee's mandate (resolution CA20 170210, 2020) was to recommend improvements to mobility on rue de Terrebonne, not to design a bike path. Its unanimous recommendation (note of June 13, 2021) was that the City *study* scenario 5 bis, a one-way eastbound Terrebonne between Girouard and Grand, Madison or Benny, together with the Somerled scenarios; it adopted no layout and was itself divided on the western half. The City then commissioned the EXP mobility study (counts in October 2022, report published October 30, 2023), and the 2024 project made Terrebonne one-way. Where the project follows the committee (a one-way street, studied first) and where it goes beyond it (the whole length to Belmore; protected lanes rather than the committee's 4.1 m shared lane) is in the documents. The candidate was not a member of the committee, which the councillor for Notre-Dame-de-Grâce chaired.
2. **« Implemented . . . without consulting the residents » leaves out what the record shows.** Between the 2020 lanes and the 2024 project: the working committee's eight meetings with institutions, school boards and residents (November 2020 to May 2021); the EXP study and its public release of October 30, 2023; a public information session on November 30, 2023; the borough council's vote of February 5, 2024 (3–2, the candidate voting against) and the City council's of February 19, 2024. Whether that consultation was sufficient is a judgement; that there was none is not what the documents show.
3. **The 2020 history is stated correctly:** temporary lanes installed in summer 2020 under the previous administration and removed that September (motion of September 8, 2020).
4. **The audit.** In August 2025 the candidate described her party's proposed audit as looking at the path's « security, . . . implementation, . . . impact on local residents ». What followed is on the record: the City's own audit of the cycling network, launched February 10, 2026 under the principle « recueillir les données, analyser et corriger au besoin », with results due at the end of 2026 and Terrebonne named; and, in the borough, a process documented by access request 2026-581 in which the elected officials' objective of restoring the parking strip was set on June 10, 2026 before any study, the City's street-design service found « plusieurs compromis importants sur le plan de la sécurité » in the borough's options (June 22), no parking or resident data were collected, and the winter removal of one direction was announced on October 6, 2026, before the City's audit reported.
5. **The McGill study is described in terms it does not use.** The study (Romm *et al.*, *Journal of Cycling and Micromobility Research*, 2025, open access) measures road space per traveller by mode and borough and models what doubling the micromobility lanes would do to that allocation; it finds that even then street space « remains biased in favour of automobiles ». It does not claim to measure « the actual reality of Montrealers when it comes to cycling », and it states its own limits (2018 trip data, borough-scale averages, multi-use paths excluded). The candidate gives no basis for calling it not comprehensive; the host's paraphrase, « double . . . and it still wouldn't be enough », is close to the study's conclusion.
6. **« Put in different places where it's really questionable . . . a safe place », and cyclists who « constantly » report blind spots: no place and no source are given,** so the statements cannot be verified. For Terrebonne, the 2024 layout was designed through the EXP study; the City's safety concerns in the 2026 file concern the borough's 2026 options for restoring parking, not the 2024 layout; and the borough's counter recorded 135,276 bicycle passages at Kensington in the lane's first full year of counting (July 26, 2025 to July 25, 2026).
7. **Framing, noted without judgement:** the needs listed are « bike paths or . . . your vehicle or . . . public transportation », and the audit is justified because « there *are* people that use . . . scooters or bicycles » (stress as heard); the host calls Côte-des-Neiges and NDG « boroughs » and is not corrected (they are the two halves of one borough).