CBC *Daybreak*, November 6, 2025: the borough mayor-elect's statements on the Terrebonne bike path and the audit checked against the record

Fact check of the interview with Stéphanie Valenzuela

Richard Hoge, Côte-des-Neiges–Notre-Dame-de-Grâce – October 26, 2026
Published with the transcript at https://github.com/OpenMobilityData/Terrebonne-open-sources

Summary

On November 6, 2025, four days after her election as borough mayor of Côte-des-Neiges–Notre-Dame-de-Grâce, Stéphanie Valenzuela was interviewed on CBC Radio's *Daybreak* (Montréal) about her priorities and, at 7:36, about the Terrebonne bike path and the audit her party had promised. The statements on the bike path and the audit were compared with the public record. In short:

1. **The commitment, as stated: wait for the audit, keep the network.** Asked whether the Terrebonne path would stay open that winter, she said: « we're going to go into an audit. So until that audit is done . . . the current position for us is that we wait for the results. We keep what is there as a network. So the maintenance of the Terrebonne is still very much at play here » [7:55]; and, if the existing audit « doesn't seem like it was truly done in an independent way, we have to take a look and see whether or not we have to go forward with our own audit » [8:54]. The lanes stayed for the winter of 2025–26, as said.
2. **« The audit that was already prepared by the administration » was not an audit of the network.** Four days later the City's note of November 10, 2025, released under access request 2025-12847, states: « Aucun audit de sécurité n'a été réalisé à proprement parler pour l'ensemble du réseau »; the City's street-design service monitors new lanes over a set period. On November 26, 2025 the mayor told the borough council she had learned the day before that her team had access to « ce rapport-là » and would look at its recommendations.
3. **« Within the first 100 days »: kept as a launch.** The City's audit of the cycling network was announced on February 10, 2026, 100 days after the election: a technical analysis by the Service de l'urbanisme et de la mobilité with data collection and field observation through the peak season, results expected at the end of 2026, Terrebonne named among the streets concerned. The results were not due within the 100 days and had not been published by October 2026.
4. **What the borough did before the results.** The file released under access request 2026-581 shows the borough's elected officials setting the objective of restoring the parking strip on June 10, 2026 ([2026-581, p. 8]); the City's street-design service finding « plusieurs compromis importants sur le plan de la sécurité » in the borough's options (June 22, [2026-581, p. 6]), the analysis withheld; no data collected on Terrebonne; a six-week consultant's note with the council date fixed in advance; and, on October 6, 2026, the announced orientation to convert one direction of the lane to parking each winter, vote expected December 7, 2026. The City's audit had not reported.
5. **The City's answer when asked to wait.** At the City council of October 19, 2026, asked whether the City would ask the borough to wait for the review's results, the executive committee member for mobility answered that the four audits « will be made public as soon as we can compile the data », that « nothing precluded » the boroughs' own reviews and that CDN-NDG's elected officials « have done, over the past year, their review »; asked whether the findings would be published before the vote: « in all likelihood, will be as soon as possible, but it may not be before that », the four reviews being « specific to the particular bike paths » and not necessarily « exportable » to Terrebonne [City council, Oct 19, 2026, 7:18:13 and 7:19:53].
6. **Side by side.** November 6, 2025: wait for the audit's results, keep the network, consider an

independent audit if the existing one is not. October 6, 2026: one direction removed each winter, announced before the City's audit reported, on a file with no data collected and an unfavourable analysis withheld. The check records the two positions and the dates; it draws no conclusion about why.

7. **Other statements:** the host's « three districts … Ensemble Montréal, two … Projet Montréal » is consistent with the result (with the mayor, four seats to two); « from two votes to six votes … recount » refers to the Côte-des-Neiges district; « the Projet Montréal era » for the 2024 lanes: the project was approved by the borough council on February 5, 2024 (3–2) and by the City council on February 19, 2024.

1 What was checked, and how

The interview. CBC Radio One, *Daybreak* (Montréal), clip « Stephanie Valenzuela, the new borough mayor of Côte-des-Neiges–Notre-Dame-de-Grâce », dated November 6, 2025, 12 min 03 s; host Sean Henry. The transcript published with this document was drafted by machine and then checked passage by passage against the audio. Only the statements on the Terrebonne bike path and the audit (7:36 to 10:32) and two factual remarks on the council are examined; housing, the Cavendish extension and homelessness are outside this check's scope.

Sources. Access request 2025-12847 (the City's note of November 10, 2025); the borough council of November 26, 2025 (webcast); the City's release of February 10, 2026; access request 2026-581 (bundle 01, cited by page); the borough council of October 6, 2026; the City council of October 19, 2026 (transcript checked by ear, in this repository); the 2024 council records.

Terms. *Consistent* means the record supports the statement as made; *cannot be verified* that the record does not bear on it.

2 Findings in detail

2.1 « Will it stay open this winter? »

[7:36] Host: « One of the other big projects from the Projet Montréal era specifically in Côte-des-Neiges-NDG, was the Terrebonne bike path. I'm curious to know what happens to that. Will it stay open this winter? » Mayor-elect: « So like we said, we're going to go into an audit. So until that audit is done, » Host: « That's not happening anymore though. That audit's not happening anymore. » [7:55] « It's not that it's not happening. It's we have to get access to the audit that was already prepared by the administration. We're going to take a look at that audit and see what was the evaluation of it. And depending on the results of it and the access to it, then potentially we might not have another audit and we would use the results of that audit. … So the current position for us is that we wait for the results. We keep what is there as a network. So the maintenance of the Terrebonne is still very much at play here. »

The lanes stayed for the winter of 2025–26: consistent with what followed that winter. **« The audit that was already prepared by the administration »:** the City's note of November 10, 2025 (access request 2025-12847, p. 1) reads « Aucun audit de sécurité n'a été réalisé à proprement parler pour l'ensemble du réseau » and describes instead the street-design service's monitoring of new lanes over a set period (note). At the borough council of November 26, 2025 the mayor said she had learned « hier » that the team had access to « ce rapport-là » and that it would look at the audit's recommendations as a team (webcast gdUFR41SvLY, from 1:13:50; the sentence quoted in request 2025-12847). What she called the existing audit on November 6 is, in the City's own description four days later, not a safety audit

of the network.

2.2 « Within the first 100 days »

[8:54] « If it isn't clear to us in the way that it was done, the audit, if it doesn't seem like it was truly done in an independent way, we have to take a look and see whether or not we have to go forward with our own audit. And we have to understand that that also takes even more time, right? » [10:12] « It was known but we didn't have access to it, right? So now it's a question of having access. . . . It's something that we had promised to do within the first 100 days and we have every intention on keeping it. »

Kept as a launch. On February 10, 2026, the hundredth day after the election, the City announced its review of the cycling network: « recueillir les données, analyser et corriger au besoin », a technical analysis led by the Service de l'urbanisme et de la mobilité, data collection and field observation through the peak season, results expected at the end of 2026, Terrebonne named among the streets where the City works with the borough on safety (release and the Réalisons Montréal timeline). Whether the earlier document was « independent » and whether a separate borough audit followed is not stated anywhere in the record; the City's review is the only audit on the record.

2.3 What the borough did before the results

The file released under access request 2026-581 (borough response of October 9, 2026, 508 pages) shows, in order: June 10, 2026, the borough's engineering division writes to the City that the elected officials wish to revisit the 2024 layout « avec l'objectif de redonner la bande de stationnement qui avait été retranchée » and asks for an opinion on two cross-sections [2026-581, p. 8]; June 17, the City's street-design service returns an express analysis, which the borough's own summary of June 22 describes as finding that the options « présentent plusieurs compromis importants sur le plan de la sécurité, du confort des usagers vulnérables et de la cohérence du réseau cyclable » [2026-581, p. 6], the analysis itself withheld; August 13, the mayor's chief of staff sets the mandate for an outside study of a bidirectional lane on one side with parking restored on the other [2026-581, p. 1]; August 20, the service request adds a winter removal of one direction as « mesure transitoire pour l'hiver 2026-2027 » [2026-581, p. 3]; a $14,755 note by a consultant on a six-week schedule set to the council calendar; no parking inventory, occupancy count, resident survey or bicycle count collected for the purpose; October 6, 2026, the councillor for Loyola announces the orientation to convert one direction to parking each winter, with the borough council vote expected on December 7, 2026 (summaries in the access-requests repository). The City's review announced in February had not reported.

2.4 The City's answer when asked to wait

At the City council of October 19, 2026, a resident asked whether the City would ask the borough to wait for the results of its review before the Terrebonne configuration is changed. Alan DeSousa, executive committee member responsible for mobility, answered [City council, Oct 19, 2026, 7:18:13]: the four audits « are ongoing and will be made public as soon as we can compile the data »; « nothing precluded » the boroughs' own reviews, and CDN-NDG's elected officials « have done, over the past year, their review, their analysis of what is in their community »; asked whether the findings would be published before the vote [City council, Oct 19, 2026, 7:19:53]: « in all likelihood, will be as soon as possible, but it may not be before that », the four reviews being « specific to the particular bike paths that we had mandated » and « not necessarily . . . exportable or relevant or pertinent to the specificities that you might find on Terrebonne ».

2.5 Side by side

Date	Said	Record
Nov 6, 2025	« we wait for the results. We keep what is there as a network » [7:55]; an independent audit of our own if the existing one is not [8:54]; « within the first 100 days » [10:12]	—
Nov 10, 2025	—	City note: no safety audit of the network was done (2025-12847)
Nov 26, 2025	the mayor: access to « ce rapport-là » obtained the day before; the team will look at its recommendations	borough council webcast
Feb 10, 2026	—	City review of the cycling network announced; results at the end of 2026; Terrebonne named
Jun 10 – Aug 20, 2026	—	borough: parking objective set; City analysis unfavourable, withheld; outside study ordered; winter removal added (2026-581)
Oct 6, 2026	orientation: one direction to parking each winter; vote Dec 7	before the City's review reported
Oct 19, 2026	City (DeSousa): results « may not be before » the vote; the borough's own review stands	City council transcript

2.6 Other statements

[0:00] Host: « three councillors from Ensemble Montréal and two from Projet Montréal »; [10:32] « three districts … two other seats … the exact opposite of the previous council »: **consistent** with the November 2, 2025 result (with the mayor, four seats of six to Ensemble Montréal; the 2021–2025 council was the reverse).

[10:52] « we were very, very close in Côte-des-Neiges, so close that it went from two votes to six votes now … We are going to go into a recount »: refers to the Côte-des-Neiges district; the margin and the recount are not examined here.

[7:36] Host: « the Projet Montréal era … the Terrebonne bike path »: the 2024 project was approved by the borough council on February 5, 2024 (CA24 170018, 3–2) and by the City council on February 19, 2024 (CM24 0179), and built in May–June 2024 (documents).

3 What this check does not establish

It compares statements with records. It does not establish why any statement was made and draws no conclusion about intent. The City's review had not reported when this check was written; the City's analysis of June 2026 and the consultant's note are withheld.

4 Sources

Source	Where
Interview	CBC *Daybreak*, November 6, 2025: https://www.cbc.ca/listen/live-radio/1-15-daybreak-montreal/clip/16180079; transcript: this folder
Request 2025-12847	City note of November 10, 2025: access-requests repository
Borough council, Nov 26, 2025	Webcast https://www.youtube.com/watch?v=gdUFR41SvLY (from 1:13:50); the quoted sentence as cited in request 2025-12847
City review	Release of February 10, 2026 and the Réalisons Montréal timeline
Request 2026-581	Borough response of October 9, 2026, bundle 01: PDF (pp. 1–4, 6, 8); summaries in the access-requests repository
Borough council, Oct 6, 2026	Transcripts checked by ear; webcast https://www.youtube.com/live/0k_KZf9uxTk
City council, Oct 19, 2026	Transcripts checked by ear (clip 03, 7:16:42–7:20:33)
2024 approvals	CA24 170018, CM24 0179, CA24 170131