CBC *Daybreak*, May 20, 2026: the borough mayor's statements on the Terrebonne bike path checked against the record

Fact check of the interview with Stéphanie Valenzuela

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Summary

On May 20, 2026, on her return from maternity leave, the borough mayor of Côte-des-Neiges–Notre-Dame-de-Grâce, Stéphanie Valenzuela, was interviewed on CBC Radio's *Daybreak* (Montréal). Mobility is discussed from 6:43 and the Terrebonne bike path from 8:45 to 10:17. Those statements were compared with the public record, in particular the file released under access request 2026-581 (whose earliest document is dated three weeks after the interview) and her own earlier interviews of August 20 and November 6, 2025. In short:

1. **« Something that is long term as a solution » [9:00].** Asked what residents should expect, the mayor said the borough was « really working on finding something that is long term as a solution ». This is the first public statement on the record that a lasting change to the 2024 layout was being sought. It is consistent with what the file later shows: on August 13, 2026 the mayor's chief of staff set a permanent mandate (a bidirectional lane on one side, parking restored on the other, [2026-581, p. 1]), and on October 9 the councillor for Loyola said « for now, we're looking at it in a way that will make it permanent » [Daybreak, Oct 9, 2026, 12:22]. What the public was told on October 6 was a seasonal measure and « a test » [Borough council, Oct 6, 2026, 40:49].
2. **« Concrete scenarios that have been presented to us, and now we're just evaluating which ones we'll be putting in place » [9:59].** On May 20 scenarios already existed, before any outside study. The June 10, 2026 letter from the borough's engineering division to the City says the borough's engineers had already given a technical opinion on the two concepts sketched by the elected officials, whose objective was « de redonner la bande de stationnement qui avait été retranchée », and that the elected officials wanted « un avis officiel, neutre et externe » [2026-581, p. 8]. On September 8 the councillor spoke of « a dozen or more of scenarios » [Borough council, Sept 8, 2026, 34:25] and on October 6 of « a dozen potential scenarios » [Borough council, Oct 6, 2026, 2:24:19]. No scenario has been published; the consultant's note and the City's analysis are withheld.
3. **« A lack of consultation » [9:00], « presented as a fait accompli » [9:18].** The same account as on CJAD on August 20, 2025 (« implemented it without consulting the residents », [CJAD, Aug 20, 2025, 3:34]). It leaves out the borough's working committee on mobility on Terrebonne (eight meetings, November 2020 to May 2021, with the street's institutions, school boards and residents), the EXP study published with the chosen scenario on October 30, 2023, the public information session of November 30, 2023, and the two council votes of February 2024, at the first of which she voted against. The host's remark that « that conversation had been going on since well before 2020 » was answered « Yeah, but ». Whether those steps amounted to consultation is a judgement; the check records what the statement leaves out.
4. **« We've taken the time over the last few months to really re-speak to all of the actors involved . . . but also to the bikers and to the pedestrians that do enjoy that bike path » [9:41].** The 508 pages released under request 2026-581 contain no record of any consultation, survey or meeting with residents or users. At the borough council of October 6, 2026, the Association des piétons et cyclistes de NDG asked why it had not been contacted [Borough council, Oct 6, 2026,

1:13:36]; the councillor answered that the association had been « en contact … avant, pendant, et juste avant que je vous parle » [Borough council, Oct 6, 2026, 1:21:34] and that there had been no « autres consultations publiques récemment » [Borough council, Oct 6, 2026, 1:15:02]; on October 9 he cited « 4,000 doors » and « more than 40 meetings » [Daybreak, Oct 9, 2026, 01:53 and 02:37]. Which cyclists or pedestrians had been heard by May 20 is not on the record.

5. **« I think there is a middle ground » [9:59].** The frame recurs: on September 8 the councillor said « si on arrive à frustrer les deux côtés en même temps, on va savoir qu'on a trouvé une voie de passage au milieu » [Borough council, Sept 8, 2026, 2:38:50], and on October 6 the mayor spoke of a « juste milieu » [Borough council, Oct 6, 2026, 50:53]. On the middle itself the record holds two technical findings: the City's street-design service found on June 17 that the borough's 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]; and the 2023 EXP study had already set aside a bidirectional lane, the long-term option of the August 13 mandate, as « pas souhaitable dans le contexte de la rue de Terrebonne » [EXP 2023, p. 51].
6. **« We're actually coming up with a plan soon … bike paths … safety crossings » [7:00].** The borough has a mobility plan in force: the Plan local de déplacements 2024–2034, adopted unanimously on May 6, 2024 (CA24 170089) with her vote as councillor, with an internal review in 2027 and a public mid-term review in 2029 (documents). On October 6 the councillor also announced « a longer term, more … sophisticated bike plan … for next year » [Borough council, Oct 6, 2026, 40:49]. Whether the plan announced is a new one or the 2027 review is not stated.
7. **The host's premise, « as part of the review of some bike paths, the city plans to look at one on Terrebonne » [8:45].** The City's release of February 10, 2026 names Terrebonne among the streets where the City works with the borough on safety, but its technical review covers four other lanes; on October 19, 2026 the executive committee member for mobility said those four reviews were not necessarily « exportable » to Terrebonne [City council, Oct 19, 2026, 7:19:53]. The mayor did not take up the audit in her answer; it is the first of her three interviews in which the audit is not mentioned.

1 What was checked, and how

The interview. CBC Radio One, *Daybreak* (Montréal), clip « Mayor Valenzuela is back in office from maternity leave », dated May 20, 2026, 11 min 41 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 mobility and the Terrebonne bike path (6:43 to 10:17) are examined; the Namur-Hippodrome site, the Cavendish extension, parental leave and international outreach are outside this check's scope.

Sources. Access request 2026-581 (bundle 01, cited by page); the 2020–2021 working committee documents; the EXP study of 2023 and its release; the 2024 council records and the PLD 2024–2034; the City's release of February 10, 2026; the borough councils of September 8 and October 6, 2026 and the City council of October 19, 2026 (transcripts checked by ear, in this repository); the CJAD interview of August 20, 2025 and the *Daybreak* interviews of November 6, 2025 and October 9, 2026 (same).

Terms. *Consistent* means the record supports the statement as made; *leaves out* that the record holds facts on the same point that the statement does not mention; *not on the record* that no document bears on it.

2 Findings in detail

2.1 « Long term as a solution »

[8:45] Host: « Still on the question of mobility, as part of the review of some bike paths, the city plans to look at one on Terrebonne in your borough. What should residents expect regarding specifically Terrebonne and that bike path? » [9:00] Mayor: « Yeah, what they should expect is that we're really working on finding something that is long term as a solution. What we inherited as a reality from the previous administration was a lack of consultation, a lack of… »

Consistent with the file as it later developed. The earliest document in the release under request 2026-581 is the June 10, 2026 letter [2026-581, p. 8]. The mandate from the mayor's chief of staff of August 13 is for a permanent layout: « une piste cyclable bidirectionnelle d'un côté de la rue de Terrebonne … qui respecte les normes minimales prévues par la loi » and « le retour du stationnement d'un côté de la rue » [2026-581, p. 1]; no winter measure appears in it. The service request of August 20 adds « Volet 1 … mesure transitoire pour l'hiver 2026-2027 » ahead of « Volet 2 », the permanent lane [2026-581, p. 3]. On October 6 the councillor announced the winter measure as « seasonal » and « a test » [Borough council, Oct 6, 2026, 40:49]; on October 9 he said « for now, we're looking at it in a way that will make it permanent » [Daybreak, Oct 9, 2026, 12:22]. The May 20 statement is therefore the earliest public indication that the borough was seeking a lasting change, five months before the winter measure was announced as a test.

2.2 « A lack of consultation … a fait accompli »

[9:00] Host: « That had been going, that conversation had been going on since well before 2020. » [9:18] Mayor: « Yeah, but the way that it was presented was there was no real openness to see what can be modified, right? So I think it was really presented as a fait accompli. And that was the grievance that was heightened really by the residents, especially those that were directly impacted. If they lived on Terrebonne and they were, you know, living the realization of this bike path, they just didn't feel heard. »

Leaves out the same steps as the August 2025 statement. The record before the 2024 lanes: the borough council's resolution CA20 170210 (2020) creating a working committee on mobility on Terrebonne, chaired by the councillor for Notre-Dame-de-Grâce, with borough staff, the school boards, the street's religious institutions, the HLM and residents, which met eight times from November 19, 2020 to May 19, 2021 and recommended that the City study a one-way scenario [committee note, June 13, 2021, p. 1]; the EXP mobility study commissioned by the City and published by the borough on October 30, 2023 with the chosen scenario, followed by exchanges with the institutional partners and a public information session on November 30, 2023 (release); the borough council vote of February 5, 2024 (CA24 170018, 3–2, the speaker among the two against) and the City council vote of February 19, 2024 (CM24 0179) (documents). On CJAD on August 20, 2025 she had said the previous administration « implemented it without consulting the residents » and that the working group's work was « completely … disregarded » [CJAD, Aug 20, 2025, 3:34]; the committee's own note shows it recommended a study, not a layout, and that the 2024 project made the street one-way as the committee's unanimous recommendation had asked the City to study. That residents on the street « didn't feel heard » is reported as their grievance and is not checked here.

2.3 « Re-speak to all of the actors involved »

[9:41] « And so we're taking the time and we've taken the time over the last few months to really re-speak to all of the actors involved, whether it's like the institutions, the church, the schools, the residents that

are lacking, you know, parking space, et cetera. But also to the bikers and to the pedestrians that do enjoy that bike path. »

Not on the record for cyclists and pedestrians. The 508 pages released on October 9, 2026 contain no minutes, survey, correspondence or summary of any consultation with residents or users; the only exchanges recorded are with the City's services, the fire department and the consultant. At the borough council of October 6, 2026 a representative of the Association des piétons et cyclistes de NDG asked « comment ça se fait que vous n'aviez pas communiqué avec l'Association » before the announcement [Borough council, Oct 6, 2026, 1:13:36]; the councillor answered that the association had been « en contact . . . avant, pendant, et juste avant que je vous parle » [Borough council, Oct 6, 2026, 1:21:34], referring to a meeting held in the days before the sitting, and said there had been no « autres consultations publiques récemment », the file resting on « énormément de dossiers, de données, de rapports » [Borough council, Oct 6, 2026, 1:15:02]. On October 9 he cited « 4,000 doors » knocked on during the campaign and « more than 40 meetings » [Daybreak, Oct 9, 2026, 01:53 and 02:37], and on October 6 « more than 30 meetings on this topic with the services » [Borough council, Oct 6, 2026, 38:16]. Which cyclists or pedestrians had been heard by May 20, 2026, and what they said, appears in no document.

2.4 « A middle ground »; « concrete scenarios »

[9:59] Host: « Is there a middle ground in that conversation, though? » Mayor: « I think there is a middle ground, and that's what we're working on with our services and our engineers. We have concrete scenarios that have been presented to us, and now we're just evaluating which ones we'll be putting in place. »

Scenarios before the study. Three weeks after the interview, the June 10 letter states that the elected officials wished to revisit the 2024 layout « avec l'objectif de redonner la bande de stationnement qui avait été retranchée », that the lanes' width was « jugée disproportionnée par rapport au volume de cyclistes observé . . . selon les élus », that the borough's engineers had already issued a technical opinion on the two concepts the elected officials had sketched, and that the elected officials wanted « un avis officiel, neutre et externe » [2026-581, p. 8]. The City's street-design service answered on June 17; the borough's summary of June 22 says 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 is withheld. The outside study was ordered on August 20 [2026-581, p. 3]. On September 8 the councillor said the borough was « at the final stage of the study » with « a dozen or more of scenarios » [Borough council, Sept 8, 2026, 34:25]; on October 6, « a dozen potential scenarios » [Borough council, Oct 6, 2026, 2:24:19]. The scenarios, the consultant's note and the City's analysis are withheld under section 39 of the Access Act, « until a decision is made on the recommendation ».

The middle, as framed later. On September 8: « si on arrive à frustrer les deux côtés en même temps, on va savoir qu'on a trouvé une voie de passage au milieu » [Borough council, Sept 8, 2026, 2:38:50]. On October 6 the mayor: « des gens qui veulent qu'on l'enlève carrément . . . ce n'est pas où nous voulons aller », a « juste milieu » [Borough council, Oct 6, 2026, 50:53]. On the technical content of the middle, the record holds the June 17 finding above and, for the long-term option of the August 13 mandate, the 2023 EXP study's position that « un aménagement bidirectionnel n'est pas souhaitable dans le contexte de la rue de Terrebonne . . . notamment avec la présence de nombreuses entrées charretières et avec la gestion de plusieurs intersections » [EXP 2023, p. 51], none of its three concepts being a two-way lane.

2.5 « Coming up with a plan soon »

[6:43] Host: « What is the borough's general plan when it comes to mobility and stuff like that in Côte-des-Neiges-NDG? » [7:00] Mayor: « So when it comes to mobility and stuff like that in NDG, we're actually coming up with a plan soon that we're going to be working on to really integrate connectivity, whether it's for bike paths or for, you know, safety crossings that are important in our borough. . . . And we hope that we'll be able to announce something very soon. »

A plan is in force. The borough's Plan local de déplacements 2024–2034 was adopted unanimously on May 6, 2024 (CA24 170089, moved by the then mayor, with the speaker present and voting for); it provides an internal review in 2027 and a public mid-term review in 2029, and measure 3.1.1 upgrades « chaussées désignées » to protected facilities (documents). It does not name Terrebonne. On October 6 the councillor announced « a longer term, more . . . sophisticated bike plan . . . for next year » [Borough council, Oct 6, 2026, 40:49]. Whether the plan announced on May 20 is the 2027 review or a new document is not stated; nothing had been published by October 26, 2026.

2.6 The three interviews side by side

Date	Said	Record
Aug 20, 2025 (candidate)	an audit of the path's « security . . . implementation . . . impact on local residents » [CJAD, Aug 20, 2025, 3:34]; « without consulting the residents »	—
Nov 6, 2025 (mayor-elect)	« we wait for the results. We keep what is there as a network » [Daybreak, Nov 6, 2025, 7:55]; an audit of our own if the existing one is not independent [Daybreak, Nov 6, 2025, 8:54]	Nov 10: City note, no safety audit of the network (2025-12847)
Feb 10, 2026	—	City review of four lanes launched; results at the end of 2026; Terrebonne named
May 20, 2026 (mayor)	« something that is long term as a solution » [9:00]; « a lack of consultation » [9:00]; « concrete scenarios . . . presented to us » [9:59]; « a middle ground »; the audit not mentioned	—
Jun 10 – 22, 2026	—	objective: parking restored; engineers' opinion already given on the elected officials' two concepts; City analysis: « plusieurs compromis importants . . . sécurité », withheld (2026-581)
Aug 13 – 20, 2026	—	permanent mandate (bidirectional, parking); winter removal added as « mesure transitoire »
Sept 8, 2026	councillor: « a dozen or more of scenarios »; « frustrer les deux côtés »	—
Oct 6, 2026	orientation: one direction to parking each winter, « a test »; mayor: « juste milieu »	before the City's review reported
Oct 9, 2026	councillor: « for now . . . permanent »	—
Oct 19, 2026	—	City (DeSousa): results « may not be before » the vote; the four reviews not « exportable »

2.7 Other statements

[7:16] « We're one borough that is surrounded by other municipalities, whether it's Côte Saint-Luc, Hampstead, Montreal West »: geography, consistent (Westmount is named at 8:19).

[3:15] « my colleague, Sonny Moroz, who was interim mayor » and [2:03] « At the municipal level, we get 18 weeks »: not examined.

[6:43] Host: the decision « to scale back plans to add parking meters on and around Sherbrooke Street West »: outside this check's scope.

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 scenarios, the consultant's note and the City's analysis of June 2026 are withheld; the City's review had not reported when this check was written.

4 Sources

Source	Where
Interview	CBC *Daybreak*, May 20, 2026: https://www.cbc.ca/listen/live-radio/1-15-daybreak-montreal/clip/16215928; transcript: this folder
Earlier interviews	CJAD, August 20, 2025; Daybreak, November 6, 2025; Daybreak, October 9, 2026 (the councillor)
Request 2026-581	Borough response of October 9, 2026, bundle 01: PDF (pp. 1–4, 6, 8); summaries in the access-requests repository
Working committee	CA20 170210; note of June 13, 2021; file 1215284005
EXP study	Study (2023) and the release of October 30, 2023
2024 approvals; PLD	CA24 170018, CM24 0179, CA24 170131; PLD 2024–2034, CA24 170089
City review	Release of February 10, 2026 and the Réalisons Montréal timeline
Borough councils	September 8, 2026 and October 6, 2026, transcripts checked by ear
City council, Oct 19, 2026	Transcripts checked by ear (clip 03)