CBC Daybreak, May 20, 2026: the borough mayor'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/2026-05-20-cbc-daybreak-valenzuela.

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.