CBC *Daybreak*, October 9, 2026: the councillor's statements checked against the record

Fact check of the interview on rue de Terrebonne

Richard Hoge, Côte-des-Neiges–Notre-Dame-de-Grâce – October 16, 2026
Published with the transcript at https://github.com/OpenMobilityData/Terrebonne-open-sources

Summary

On October 9, 2026, CBC Radio's *Daybreak* (Montréal) interviewed Alexandre Teodoresco, city councillor for the Loyola district of Côte-des-Neiges–Notre-Dame-de-Grâce, about the borough's plan to convert one direction of the protected bike lane on rue de Terrebonne to parking in winter. Each statement of fact in the interview was compared with the public record, and the points below say what the record shows, including what a statement leaves out: the 508 pages released by the borough under access request 2026-581, the borough's counter data released under requests 2025-697 and 2026-300, the City of Montréal's open data, the 2023 EXP mobility study, council records, and press coverage. Times in square brackets are minutes and seconds from the start of the CBC clip; the full transcript is published alongside this document and has been checked against the audio. This document compares statements with records, and with what the councillor said at the borough council on October 6, three days earlier; it does not assess intent.

1. **"Less than one an hour" [03:11] is the smallest reading the tabulated data allow, and a rate is the wrong measure.** The borough's counter at Kensington recorded 4,891 bicycle passages between December 1 and March 31: 40.4 a day, 1.68 an hour over 24 hours, both directions (7,460 over the City's official winter season for bike lanes, November 16 to March 31). The figure holds only for one direction averaged over the whole day and night (eastbound 0.96, westbound 0.73). On weekdays in the City's winter period for bike lanes, November 16 to March 31, the counter averaged 7.9 an hour at 08:00 and 6.3 at 16:00, and no daytime hour fell below 2.3. The risk of a serious injury or death is not set by a rate over some arbitrary interval, but by the total number of trips the change exposes, over one winter and over every winter it recurs: last winter, 4,891 trips over the four months, 2,783 of them in the direction to be converted.
2. **The "8" [07:03] is a six-hour sum at one intersection on one day under a winter weather advisory, and the same slide carried higher figures.** His explanation, "the sum of all the hours during the rush hour… six hours," matches the slide [2026-581, p. 62]: Grand, Terrebonne axis, January 29, 2025, 06:30–09:30 and 15:30–18:30 [2026-581, p. 34]. Not said: the count is one day's, taken while an Environment Canada advisory urged residents to postpone non-essential travel; the slide gives 10 at Cavendish; the twelve-hour count at Grand was 12 [2026-581, p. 85]; and the borough's own counter, whose table went to the consultant on August 28 [2026-581, p. 19], gives 40 a day for the same months. On October 6 the figure was "8 passages… 4 cyclists."
3. **The counter he called "the source of truth" [07:19] is not on the open-data portal where he placed it.** The City's *Compteurs cyclistes permanents* dataset lists 128 sites, 77 of them Eco-Counter; none is on Terrebonne. The only Terrebonne site is a City detector at Girouard whose one Terrebonne channel counts westbound traffic, from October 23, 2025. The borough's Eco-Counter loop at Kensington is not on the portal, and the borough had not mentioned it in public before a resident obtained its record under access request 2025-697 (answered December 19, 2025); its data have reached the public only through that request and requests 2026-300 and 2026-581.

4. **“From 40 a day to 30 a day during December to March” [07:34] leaves out March, the busiest of the four months.** The borough’s Kensington counter, both directions: December 40.0, January 32.7, February 34.9 a day, and March 53.5, above the range he gave and inside the season he proposes to convert. Over the four months the lane carried 40.4 a day.
5. **“We have the data for many years” [03:33] is a single continuous winter and a handful of single-day counts.** Continuous counting on Terrebonne began on July 26, 2025 (open-data detector: October 23, 2025). Before that: camera counts at intersections on single days (Miovision, November 2024 and January 29, 2025), EXP’s one day of counting on October 4, 2022 in the two peak periods [EXP 2023, p. 13], and Telraam counts to December 2024 [2026-581, p. 65]. The borough’s own deck averages five counts for motor vehicles [2026-581, p. 60] and relies on one day for bicycles, the day under the advisory. On October 6: “data for 3 years in a row.”
6. **“About 250 parking spots” removed [01:08] is close to the record; the study dates from 2023, the lane from 2024.** The 2023 EXP study counts 475 spaces on Terrebonne, 375 once the 5-metre clearances are applied, and 171 in the retained design [EXP 2023, p. 100]: a reduction of 304, or 204 against the 375. No as-built count is in the record. In 2020 a press report gave 250 spaces removed by that year’s temporary lanes (*Métro*, September 1, 2020).
7. **“At least 50 to 60 parking spots” [01:28] is not referenced in any document released, rests on no measurement, and sits oddly beside the full length of Terrebonne, which he confirmed the change would cover.** The figure appears nowhere in the 508 pages of request 2026-581, which contain no inventory, no occupancy count and no estimate of spaces created; by his own account it is “a bit too early” and “a few rounds” with the services remain. Asked whether the whole stretch is concerned, he said yes [09:01]. On EXP’s figures the side to be converted held about 190 spaces after clearances; 50 to 60 over 2.45 km is about one space for every 40 to 50 m of lane removed. The only occupancy survey on record is EXP’s, two days in autumn 2022, in the evening: 35–70% on weekdays [EXP 2023, p. 54].
8. **The approval steps he described [08:19] mean that City council must vote to undo part of what it approved in 2024, while the City’s own safety analysis of the options stays withheld.** “We vote here at the borough, then a vote at the Conseil Municipal, then it comes back to the borough” is how the lane was approved: CA24 170018 (February 5, 2024), CM24 0179 (February 19), CA24 170131 (June 3). City council’s December sitting is on the 14th and 15th; no borough or City agenda through October 19 carries the item. The central-city documents in the file, the City’s June 17 analysis (“plusieurs compromis importants. . . sécurité” [2026-581, p. 6]) and the fire department’s opinion [2026-581, p. 5], both withheld, are not mentioned in the interview. The 2024 marking was scheduled for June; this change is for December.
9. **“So for now, we’re looking at it in a way that will make it permanent” [12:22] is the third description of the same measure in two months, after “mesure transitoire” in the borough’s file and “a test” at council, and the word is ambiguous.** The service request of August 20 calls it “mesure transitoire pour l’hiver 2026-2027” [2026-581, p. 4]; on October 6 it was “a test”; the August 13 mandate was a year-round layout, a two-way lane on one side with parking restored [2026-581, p. 1]. The host’s question concerned the winter change; the answer can mean a removal every winter or the year-round layout, and the interview does not say which. His stated trigger for revisiting it: winter bicycle traffic doubling.

10. **“The final study… still need to be submitted to us” [00:38] came three days after the announcement and a week after the note was due: on his own account, the outcome was announced before the study commissioned to assess it was in hand.** EXP’s final note was due on October 2 [2026-581, p. 12]; a draft was transmitted on September 17 [2026-581, p. 167]; the outcome was announced on October 6; the note is withheld as part of a decision process still under way (s. 39). A request for the final note is pending (answer due November 7).
11. **“Reduce vehicle traffic by two-thirds” [09:56] is right; but the cars that remain would now pass cyclists in a single lane hemmed in by parked cars on both sides, where a lawful pass is not possible.** 6,300 vehicles a day in 2022 between Cavendish and Grand [EXP 2023, p. 41]; 1,375 a day on the Kensington counter’s first year ($-78\,\%$). Under the winter layout a cyclist in the converted direction rides in the single driving lane between two rows of parked cars. The 2024 design plans give that lane 3.0 to 4.0 m, and the borough’s own engineers, putting the councillors’ concepts to the City in June, described a driving lane of that kind, “coincée entre deux bandes de stationnement,” as “très étroite (moins de 4 mètres)” and expected the fire department “pourrait s’y opposer” [2026-581, p. 8]. A cyclist riding 1.5 m from the parked cars to stay clear of opening doors, which in this layout open towards riders coming from behind, plus the one metre the *Code de la sécurité routière* requires of a passing driver, leaves at most 1.5 m for a vehicle 1.8 to 2 m wide: a driver cannot pass a cyclist lawfully in that lane, and snow banked along the parked cars narrows it further. Before 2024 the street had a second lane and a centre line to cross.
12. **Compared with the October 6 council meeting.** In his address to the borough council three days earlier, the councillor described the data as “the official data provided by the borough” (on *Daybreak*: “the open data website”); the winter change as a 99 % drop, “from 700 during the good months to 8” (on *Daybreak*: 30 to 40 a day, and the 8 as a six-hour sum); “data for 3 years in a row” (“many years”); “more than 30 meetings” (“more than 40”); and the measure as “a test” (“for now… permanent”). No number of parking spaces was given in the address. The statements are set side by side in section 3.

1 What was checked, and how

The interview. CBC Radio One, *Daybreak* (Montréal), clip “Terrebonne bike path in CDN to shut down in winter”, dated October 9, 2026, 13 min 32 s. The transcript published with this document was made by machine transcription and then checked word by word against the audio.

Sources. Access request 2026-581 (borough response of October 9, 2026; bundle 01, 167 pp., cited by page); the borough’s Eco-Counter data at Terrebonne/Kensington (daily totals, 2026-581 pp. 74–81; hourly by direction, request 2026-300); the City’s open data (*Compteurs cyclistes permanents*, site list and 2025–2026 files, and *Comptages des véhicules, cyclistes et piétons*, downloaded October 16, 2026); the 2023 EXP mobility study and the 2024 council records in this repository; the borough’s budget document of October 6, 2026; the councillor’s October 6 address to the borough council; press reports.

Terms. In section 2, *consistent* means that the record supports the statement as made, and *cannot be verified* that the record does not bear on it. A statement can be accurate in its terms and still leave out what the record also shows; the summary points say what was left out.

2 Findings in detail

2.1 Cycling counts

Winter rate [03:11]. Asked by the host whether "less than one cyclist per hour is using the bike path on either side", the councillor answered "Indeed." Kensington counter, December 1, 2025 – March 31, 2026: 4,891 passages (2,783 eastbound, 2,108 westbound) in 121 days. Per hour over 24 hours: 1.68 both directions, 0.96 eastbound, 0.73 westbound. Weekdays 07:00–19:00 (87 days, 1,044 hours): 3,318 passages, 3.18 an hour. By month, both directions: December 40.0, January 32.7, February 34.9, March 53.5 a day. The westbound channel undercounts from about March 1, 2026 (see the 2026-300 note in the access-requests repository); the westbound figures are lower bounds. City detector at Girouard, westbound only: 3,150 passages in 115 days with data, 27.4 a day, 1.14 an hour. Weekdays November 16 – March 31, both directions, by hour of day: 7.9 at 08:00, 6.3 at 16:00, 6.0 at 17:00; the lowest daytime hour, 11:00, 2.3; the 24-hour mean 2.6.

The "8" [07:03]. Slide "Nombre de vélo aux heures de pointes axes est/ouest" [2026-581, p. 62]: Terrebonne/Grand, January 2025, 8 (-95 % against October 2022); Terrebonne/Cavendish, 10. Peak hours as defined in the borough's presentation [2026-581, p. 34]: 06:30–09:30 and 15:30–18:30. The underlying Miovision table for Grand, January 29, 2025, is at [2026-581, p. 85]. The same day's twelve-hour count at Grand on the Terrebonne axis was 12. October 6 address: "We go from 7700 [700] during the good months to 8. That's 8 passages, right? So that's 4 cyclists." The day's Miovision tables record every mode: over the same six hours, 617 cars on the two Terrebonne approaches and 605 pedestrians, against 8 bicycles; set against November 20, 2024, cars were down 23 %, pedestrians 26 % and bicycles 95 % [2026-581, p. 82]–[2026-581, p. 88], [2026-581, p. 131]–[2026-581, p. 137]. Environment and Climate Change Canada had issued a winter weather advisory for Montréal that morning.

The open data source [07:19], [03:36]. Site list of *Compteurs cyclistes permanents*, October 16, 2026: 128 sites (77 Eco-Counter, 51 City). On Terrebonne: `det-00118-01`, `-02`, `-03`, "Girouard/Terrebonne", source "Ville"; only `det-00118-01` records a Terrebonne direction ("Ouest"). Daily data start October 23, 2025. The intersection-count dataset (*Comptages des véhicules, cyclistes et piétons*) has Terrebonne counts up to September 2023 and none after. The borough's Kensington loop is the Eco-Counter referred to in the borough engineering division's email of June 10, 2026 ("Nous disposons également d'un compteur permanent Éco-Compteur sur le corridor" [2026-581, p. 8]); its data are not on the portal. The author has found no public borough document or statement mentioning the counter before its record was obtained under access request 2025-697 (filed November 27, 2025; answered December 19, 2025), which also released the equipment documentation.

Years of data [03:33]. On October 6 the councillor referred to "having data for 3 years in a row". Records available: EXP counts of 2022; Miovision intersection counts from July 2024 to September 2025 [2026-581, p. 82]–[2026-581, p. 164]; Telraam counts to December 2024 [2026-581, p. 65]; Kensington loop from July 26, 2025; open-data detector from October 23, 2025. EXP's 2022 counts were made on one day, Tuesday October 4, 2022, in the two peak periods, at 17 intersections [EXP 2023, p. 13]. The borough's deck averages five counts for motor vehicles [2026-581, p. 60] and relies on one day for bicycles.

Children in winter [09:22]. "I've very, very, very rarely seen any kids use it during winter." No counter in the record records age. Cannot be verified.

2.2 Parking

About 250 spaces removed [01:08]. EXP 2023: 230 spaces westbound and 248 eastbound on Terrebonne [EXP 2023, p. 46]; 475 in the current situation, 375 after the 5-metre clearance rule, 171 in scenario 3, the one retained [EXP 2023, p. 100]. Project approval: CA24 170018 (February 5, 2024) and CM24 0179 (February 19, 2024); deployment May–June 2024 (borough file 1246880002). *Métro*, September 1, 2020, on the temporary lanes of that year: they "a éliminé 250 places de stationnement des deux côtés de la rue".

50 to 60 spaces [01:28]. Not in the 508 pages. The service request asks EXP to identify the spaces the layout "pourrait permettre de recréer" [2026-581, p. 4]; EXP's result is withheld. Item C4 of the request, which asked for parking inventories and occupancy surveys, was answered with traffic counting tables. For comparison only: on EXP's figures, the difference between 375 and 171 spaces is 204, about 100 to a side; the record does not say which blocks the conversion would cover. On *Daybreak* the councillor confirmed that the whole stretch is concerned [09:01] and said the spaces would be "reinstated" where they can be [08:46]; at 6 to 6.5 m a space, 50 to 60 spaces occupy 300 to 400 m of a 2.45 km lane.

Occupancy [05:41]. The councillor used "only 60% of the parking used" as an example of a figure he would not rely on. EXP surveyed Thursday September 29 and Saturday October 1, 2022, in three one-hour periods ending by 19:30 [EXP 2023, p. 13]: "le taux d'occupation varie entre 35% et 70% la semaine et entre 10% et 60% la fin de semaine" [EXP 2023, p. 54]. No later, winter or overnight measurement is in the record.

2.3 Process and timing

Three votes [08:19]. Charter of Ville de Montréal, art. 85: a borough offer to provide a service within the City council's jurisdiction takes effect when the City council accepts it. Terrebonne is on the arterial network (2.54 km marked arterial in the City's RAAV layer, covering the lane). 2024 sequence: CA24 170018 (offer), CM24 0179 (acceptance), CA24 170131 (June 3, 2024, ordinance OCA24 17042, one-way). Agendas checked: borough, June 1, July 6, September 8 and October 6, 2026 (regular) and October 6 (budget); City council, August 24, September 21 and October 19, 2026. None has a decision item on Terrebonne. The councillor's statement card says the proposal requires consideration by "the borough council and City Council". The interview does not mention the City's analysis of June 17 or the fire department's opinion of July 13, the two central-city documents in the file, both withheld [2026-581, p. 5], [2026-581, p. 6]. City council's December sitting is on the 14th and 15th. The 2024 signage and marking were scheduled for late June (borough file 1246880006); the change announced is to be made before Christmas.

Permanent [12:22]. Full answer to the question "what are the chances the borough makes this change permanent?": "We certainly don't want to be changing, you know, the layout of all the bike paths every year… But, yeah, so for now, we're looking at it in a way that will make it permanent. But if there's really a big change in the data… we'll certainly look at it." October 6: "So this is what we're going to propose. It's going to be a test." August 13 mandate from the borough mayor's office: a "piste cyclable bidirectionnelle d'un côté" with "le retour du stationnement d'un côté de la rue" [2026-581, p. 1]. August 20 service request: "Volet 1 – existant… (mesure transitoire pour l'hiver 2026-2027)" and "Volet 2 – faisabilité d'une piste cyclable bidirectionnelle unilatérale" [2026-581, p. 4]. The host's question concerned the winter change; the answer does not say whether "permanent" means a removal every winter or the year-round layout of the August 13 mandate.

The final study [00:38]. EXP's offer sets the final note for October 2, 2026 [2026-581, p. 12]; the kick-off

form lists “NT finale 2-Oct-26” [2026-581, p. 26]; the draft was transmitted September 17 [2026-581, p. 167]. The response of October 9 withholds the note under ss. 9, 37 and 39 of the Access Act. In the October 6 question period (machine transcript, not yet checked) the councillor referred to having received “le dernier rapport” the week before. The note was thus a week overdue on the day of the interview, and the outcome it was commissioned to assess had been announced three days earlier.

Reopening date [13:08]. “I look at the data and the weather.” No reopening date appears in the release; the councillor described the season as “December to March” [07:34].

Which side [00:38]. The orientation given is to keep the lane that runs against motor traffic. The service request asks for the maintenance of one lane and the removal of the other without naming a side [2026-581, p. 4]; the kick-off form asks EXP to consider the direction of motor traffic against the direction of cyclists [2026-581, p. 26]. No safety analysis of this option is in the release; the only safety conclusion that survives is the borough’s summary of the City’s June 17 analysis of earlier concepts, “plusieurs compromis importants sur le plan de la sécurité” [2026-581, p. 6].

2.4 Traffic and street type

Two-thirds less traffic [09:56]. EXP 2023, 2022 daily traffic between Cavendish and Grand: 1,800 westbound and 4,500 eastbound, 6,300 in all [EXP 2023, p. 41]. Kensington counter, first year (July 26, 2025 – July 25, 2026): 501,817 motor vehicles, 1,375 a day (-78 %). Peak-hour entries at Grand: 2,101 in October 2022, then 770–1,138 (-46 to -63 %) [2026-581, p. 34].

The lane that remains. The design plans annexed to the 2023 study give the one-way driving lane 3.0 to 4.0 m, mostly 3.5 to 3.6 m [EXP 2023, p. 346], beside a 2.3 to 2.5 m parking lane and the protected lanes; before 2024 the street was two-way, one lane each way, with parking on both sides (borough file 1246880006: “la circulation véhiculaire est permise dans les 2 directions avec 1 bande de stationnement de chaque côté”). Under the winter layout the converted side becomes parking, so a cyclist in that direction rides in the single driving lane between parked cars on both sides, and a driver passing must give one metre (*Code de la sécurité routière*, art. 341) within that lane, there being no second lane or centre line to cross. The width of the driving lane under the winter layout is not stated in the release. The June concepts described to the City were a different layout as a whole (a designated roadway, with no protected lane), but they had the same element, a traffic lane “très étroite (moins de 4 mètres) coincée entre deux bandes de stationnement,” which the borough’s engineers expected the fire department “pourrait s’y opposer” [2026-581, p. 8]. The arithmetic of a pass in such a lane: a cyclist keeps about 1.5 m from the parked cars to stay out of the door zone (in this layout the parked cars face the same way as the cyclist, so doors open towards riders arriving from behind); the passing driver must leave 1 m (art. 341); a car is 1.8 to 2 m wide; the sum exceeds 4 m. In winter, snow banked along the parked cars narrows the lane further.

“Les rues vélo” [10:14]. A *vélorue* is designated by municipal by-law under the *Code de la sécurité routière* (arts. 496.1–496.8; 30 km/h). Québec’s guidance: at most 1,000 vehicles a day, ideally 500, not on the trucking network. Montréal’s design guide: under 1,000 vehicles a day, local trucking only, 30 km/h. Terrebonne: 1,375 vehicles a day in the counter’s first year; arterial network; trucks prohibited except local delivery; 30 km/h. Terrebonne is not on the City’s list of vélorues.

2.5 Other statements

Executive committee [00:25]. The host’s description (“responsible for optimization in municipal performance and innovation”) matches the City’s announcement of November 18, 2025. Consistent.

Since 2020 [00:08]. The host's "first put in place in 2020": temporary lanes were installed in 2020 and removed in September 2020 after a council motion; the present lanes date from 2024. Partly consistent.

Meetings [02:37]. "More than 40 meetings and work sessions"; on October 6, "more than 30 meetings on this topic with the services". The release names a meeting with the borough mayor on June 18 [2026-581, p. 8], the kick-off on September 3 [2026-581, p. 26] and a working meeting on September 11 [2026-581, p. 167]; for agendas or minutes of follow-up meetings the response states that no documents were found. Cannot be verified.

School zones [10:52]. "$1.5 million over the next two years." The borough's budget document of October 6, 2026 lists "760 000 $ spécifiquement pour sécuriser et apaiser les abords des écoles" and an addition of 700,000 $ over two years to the budget for traffic-calming measures. The figure of $1.5 million does not appear. Cannot be verified as stated.

Campaign [01:53]. "4,000 doors": no source. That the lane was a campaign issue is consistent with press coverage (*Montreal Gazette*, November 26, 2025 and October 7, 2026).

3 Compared with the October 6 council meeting

On October 6, 2026 the councillor addressed the borough council on Terrebonne and answered questions from the public. The address is quoted from the webcast captions ("Taliban" corrected to Terrebonne; the captions' "7700" is 700, as the slides show). His statement card of the same day is quoted as published. Statements from the question period are quoted from a transcript of the webcast checked against the video, with the time in the webcast recording.

Topic	October 6	*Daybreak*, October 9	The record
The "8"	"We go from 7700 [700] during the good months to 8. That's 8 passages, right? So that's 4 cyclists, right? Including me, right?"	"it basically was eight during all of the hours. So, it was the sum of all the hours during the rush hour. So, that's six hours" [07:03]	Sum over six peak hours, one intersection (Grand), one day (January 29, 2025), both directions [2026-581, p. 62], [2026-581, p. 34]
Winter level	"in winter, the volume of traffic diminishes by 99%"	"less than one an hour" [03:11]; "from 40 a day to 30 a day during December to March" [07:34]	Kensington counter: 40.4 a day December–March, 747 a day in June 2026 ($-95\,\%$)
Data source	"if we looked at the official data provided by the borough and we have counters everywhere, we have more counters than before. So we know exactly how many people use it, when and how"	"the source of truth is to look at the open data website that we have, which is connected directly to Eco-Counter" [07:19]	The 8 and the 700 are Miovision counts from the borough's slides; the Kensington Eco-Counter is the borough's and is not on the open data portal (section 2.1)
Years of data	"now having data for 3 years in a row"	"we have the data for many years to confirm that" [03:33]	One continuous winter (2025–26); single-day counts before

Topic	October 6	*Daybreak*, October 9	The record
Test or permanent	“So this is what we’re going to propose. It’s going to be a test. We’re going to see the data this year, and hopefully try to make it even better after.”	“So for now, we’re looking at it in a way that will make it permanent” [12:22]	“mesure transitoire pour l’hiver 2026-2027” (August 20) [2026-581, p. 4]
Meetings	“more than 30 meetings on this topic with the services, with professionals”	“more than 40 meetings and work sessions” [02:37]	Three meetings named in the release (section 2.5)
Doors	“door knocking on 1000s of doors”	“I’ve knocked on 4,000 doors” [01:53]	No record
Parking spaces	No number in the address or on the statement card	“at least 50 to 60 parking spots” [01:28]	Not in the release (section 2.2)
Steps and timing	Card: “several steps remain . . . borough council and City Council . . . residents will see changes before Christmas 2026”	Borough vote, Conseil municipal vote, back to the borough; “it’s very tight”; “implement those changes before Christmas” [08:19]	Consistent with each other and with the 2024 precedent (three votes)
The “8” (question period)	In French: “des journées où il y a huit personnes qui l’utilisent” [webcast 1:45:43]; “c’est huit comptages pour quatre cyclistes” [webcast 1:46:42]. In English: “eight trips in January . . . Per hour. Heure de pointe.” [webcast 2:22:06]	As above: a six-hour sum [07:03]	Six-hour sum [2026-581, p. 62]
The study	In French: “on a reçu le dernier rapport qui nous permettait de prendre une décision en consensus la semaine passée” [webcast 1:22:46]. In English: “we have the study . . . an internal working document” [webcast 2:25:39]	“the final study by the services and the experts still need to be submitted to us” [00:38]	Final note due October 2 [2026-581, p. 12]; withheld
Consultation	“we will not have another moment to consult now before the implementation” [webcast 2:24:49]	“we’re all about looking at the data, looking at the impact, consulting the population” [11:58]	–
Test	In French: “on va le tester cette année” [webcast 1:47:06]	“for now. . . permanent” [12:22]	As above

4 What this check does not establish

It compares statements with records. It does not establish why any statement was made, and it draws no conclusion about intent. Counter data have limits: an outage on May 29–31, 2026; the Kensington

westbound channel undercounting from about March 1, 2026; the open-data detector at Girouard counting one direction, with gaps. The final EXP note and the City's analysis, which may contain figures not in the release, are withheld.

5 Sources

Source	Where
Interview	CBC *Daybreak*, October 9, 2026: https://www.cbc.ca/listen/live-radio/1-15-daybreak-montreal/clip/16243474-terrebonne-bike-path-cdn-shut-winter; transcript: this repository
Request 2026-581	Borough response of October 9, 2026, bundle 01: PDF; summaries and counter tables in the access-requests repository
Requests 2025-697, 2026-300	Kensington counter, hourly by direction: 2026-300
City open data	https://donnees.montreal.ca/dataset/cyclistes; https://donnees.montreal.ca/dataset/comptage-vehicules-pietons; https://donnees.montreal.ca/dataset/reseau-arteriel-administratif (downloaded October 16, 2026)
EXP 2023	Étude de mobilité – rue de Terrebonne (pp. 13, 41, 46, 54, 100)
Council records	2024 project approval (CA24 170018, CM24 0179); CA24 170131: https://ville.montreal.qc.ca/documents/Adi_Public/CA_Cdn/CA_Cdn_PV_ORDI_2024-06-03_19h00_FR.pdf (p. 11)
Budget	https://ville.montreal.qc.ca/documents/Adi_Public/CA_Cdn/CA_Cdn_ODJ_LPP_EXTRA_2026-10-06_16h00_FR.pdf (pp. 14, 31)
Executive committee	https://montreal.ca/communiques-de-presse/la-mairesse-martinez-ferrada-devoile-son-comite-executif
Vélorues	https://www.quebec.ca/transports/municipalites/infrastructures-routieres/velorue; https://montreal.ca/articles/velorues-des-voies-cyclables-accessibles-aux-automobilistes-54165
October 6, 2026	Borough council webcast (address; question period): https://www.youtube.com/live/0k_KZf9uxTk; councillor's statement card
Press	*Métro*, September 1, 2020; *Montreal Gazette*, November 26, 2025 and October 7, 2026