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

October 16, 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-cbc-daybreak-interview.

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.