Rue de Terrebonne in winter: the numbers on one page

Everything below comes from public records: the borough's own bicycle counter at Kensington (released under access request 2026-581), two citizen Telraam sensors, Environment Canada, and the council recordings. Counts, not opinions. Built November 2, 2026; counter data to August 31, 2026.

1 How many use it, month by month

135,276 passages in the first year

July 26, 2025 – July 25, 2026 · 371 a day · both directions

Month	Median / day	Mean / day	Motor vehicles / day
Aug 2025	679	658	1,215
Sep	772	729	1,343
Oct	504	496	1,397
Nov	168	207	1,458
Dec	**37**	**40**	**1,248**
Jan 2026	**34**	**33**	**1,243**
Feb	**34**	**35**	**1,363**
Mar	**52**	**54**	**1,396**
Apr	235	275	1,523
May	486	471	1,598
Jun	750	747	1,451
Jul	690	678	1,312

- **Winter, December 1 to March 31:** 4,891 passages, 40 a day, 121 days, **no day without a bicycle** (lowest 2, highest 129); usually between 25 and 75 (82 of 121 days).
- Rest of the year: 534 a day. Motor traffic: 1,375 a day over the year, down from 6,300 in 2022.

Source: daily table, access request 2026-581, bundle 01, pp. 74–81. Lower bound: three outage days in May 2026.

2 Speeds on a 30 km/h street

35–39 km/h

V85 at King Edward, winter – summer (the speed 85 % of cars stay under)

34–37 km/h

V85 at Draper, winter – summer

Sensor	Season	V85 (median of hours)	Cars over 30 km/h	Cars over 40 km/h
King Edward	Winter	35	27 %	11 %
King Edward	Summer	39	32 %	16 %
Draper	Winter	34	34 %	6 %
Draper	Summer	37	55 %	5 %

- With the lanes in place and one 3.5 m traffic lane, the 85th-percentile speed already sits at or above the 30 km/h limit on both segments, in every season.
- Roughly one car in three at King Edward and one in two at Draper passes above the limit; about one in six at King Edward is over 40 km/h in summer.

Source: Telraam S2 sensors at King Edward (west of Cavendish) and Draper (east of Cavendish), hourly data, daylight hours with at least 20 cars; camera-based speed estimates; winter = Dec–Mar, summer = Jun–Aug. Data to 2026-05-04.

3 What was said, and what the counter shows

SAID AT COUNCIL, OCT 6, 2026

99 %

"We go from 700 during the good months to 8. That's 8 passages, right? So that's 4 cyclists, right?"

The 8: six peak hours on one day, January 29, 2025, from a temporary camera at Grand. The 700: a September count (707) on a different slide, all four approaches; like for like, the slides give 97–98 %.

THE BOROUGH'S OWN COUNTER

40 a day

in winter, 534 a day the rest of the year: a drop of **92 %** per day, not 99 %. No winter day under 2 bicycles. The councillor himself put it at "40 a day to 30 a day" on CBC (Oct 9).

SAID AT CITY COUNCIL, OCT 19, 2026

3.6 %

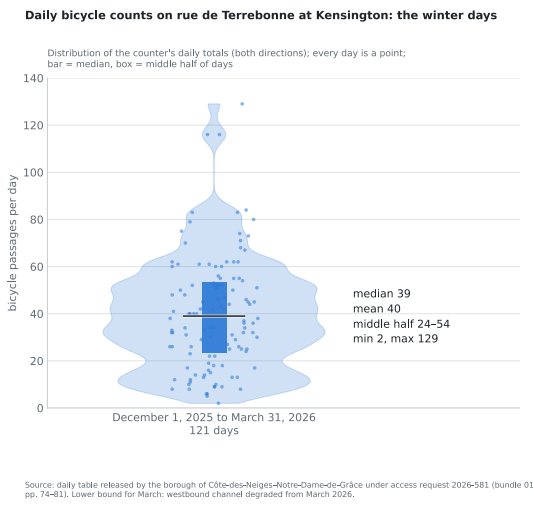
"of overall cycling traffic" in the four winter months.

4,891 ÷ 135,276 = 3.6 %: winter's share of the year's passages. With use identical every day of the year, this formula would still read 33 %.

COUNTED PER DAY

7.6 %

Winter use per day is 7.6 % of the rest of the year (40 against 534), 10.9 % of the annual average. The denominator of "3.6 %" is 244 days that are not winter.



Quotations checked by ear against the recordings (Oct 6 webcast 0k_KZf9uxTk; Oct 19 webcast rii3nUTuKRE, 41:44 and 7:38:24; CBC Daybreak Oct 9, 07:03).

4 The weather: last winter, and the day behind the "8"

185 cm of snow

Dec 1, 2025 – Mar 31, 2026, Trudeau airport

24 days ≥ 2.5 cm

3 days ≥ 10 cm · 11 days at –20 °C or below · coldest -25.1 °C

30 snow-loading days

in the lane's sector (CDN-301); the season's loading volume was the second-lowest of eleven

- **January 29, 2025, the day of the "8":** 7.4 cm of snow, high -8.2 °C, low -14.7 °C, gusts to 40 km/h, under an Environment Canada winter weather advisory. The same temporary camera recorded cars on the Terrebonne approaches down 23 % and pedestrians down 26 % from its November count.
- The citizen sensors on that day still counted **21 bicycles at King Edward and 57 at Draper** in daylight, both directions, against 11 and 22 the day before.
- Last winter, 72 % of the eastbound winter passages at Kensington were made on days with no snow-removal constraint on parking.

Sources: Environment Canada daily data, station 7025251; City snow-loading open data (2026-300 exposure analysis); Miovision tables, 2026-581 bundle 01, pp. 82–164; Telraam hourly data.

5 The timeline: decisions and requests of the current administration

Feb 5 and 19, 2024
Borough (3–2) and City council (unanimous) approve the protected lanes; built May–June 2024 with City funding.

Nov 2, 2025
Municipal election; new borough administration.

Jun 10, 2026
Borough engineers write that the elected officials' objective is to restore the parking lane; two concepts already reviewed internally; an "official, neutral, external" opinion wanted.

Jun 17
The City's street-design service (SUM) replies: the options « présentent plusieurs compromis importants sur le plan de la sécurité, du confort des usagers vulnérables et de la cohérence du réseau cyclable » (borough's own summary, Jun 22). Analysis withheld.

Jul 13
Fire department (SIM) opinion delivered; released fully redacted.

Aug 13
Mayor's office mandate in writing: a permanent bidirectional lane on one side, parking restored on the other.

Aug 20
Service request adds the winter removal as « mesure transitoire pour l'hiver 2026-2027 » (Volet 1) ahead of the permanent plan (Volet 2).

Aug 25–26
EXP offer and purchase order: $14,755, six weeks; council date fixed in advance. Storm-only closure listed among the scenarios.

Sep 3 → Oct 2
Kick-off; draft Sep 17; final note due Oct 2.

Oct 6
Council address: "99 %", "8 … 4 cyclists"; "this is what we're going to propose"; "it's going to be a test"; changes "before Christmas 2026".

Oct 9
Access request answered (508 pages; three key documents withheld). CBC interview: "40 a day to 30 a day"; "at least 50 to 60" spaces; "for now … permanent".

Oct 19
City council: "3 %" / "3.6 %"; « On n'a aucun problème à partager nos documents »; Le Devoir: the mayor's office writes « d'avril à décembre » kept, « au moins 60 places ».

Nov 2, 2026
Borough council adopts the offer to City council to make the change (3–2); 1,490-signature petition handed over; December sitting moved to Dec 1.

Nov 16–17 → Dec 1
City council accepts or not; then the borough's signage resolution (Dec 1, 18:30) and works "before Christmas".

Sources: council records CA24 170018, CM24 0179; access request 2026-581 (bundle 01, pp. 1–26); council webcasts; CBC Daybreak Oct 9; Le Devoir Oct 19. Documents and transcripts: github.com/OpenMobilityData. Prepared from public records for residents of Côte-des-Neiges–Notre-Dame-de-Grâce; figures reproducible from the Terrebonne-access-requests (2026-581) and Terrebonne-telraam repositories; this page is rebuilt from the data by build_poster.py.