Automobiles and curb along rue de Terrebonne

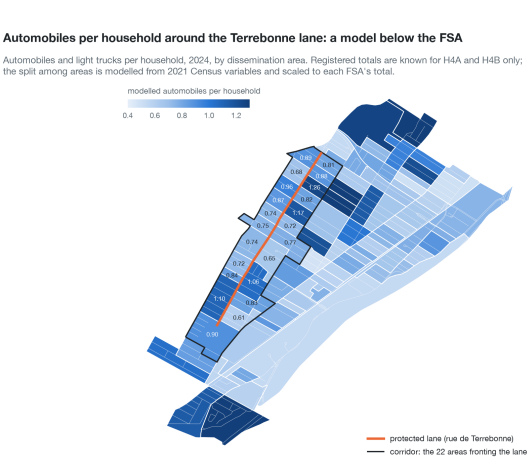
Registered vehicles known by postal district, modelled below it; legal curb measured block face by block face

Rick Hoge, PhD

Terrebonne-open-sources

November 12, 2026

Overview



Registered totals are known for H4A and H4B only. The split among dissemination areas is a model.

The question

- The SAAQ files released under the access Act for 2023 and 2024 locate each vehicle to its **FSA** (first three characters of the postal code), and no finer.
- The lane lies in two FSAs: **H4B** west of Royal (7,351 automobiles and light trucks, 0.70 per household) and **H4A** east of it (9,598, 0.79). Type inferred; December 31, 2024.
- An FSA holds ten to twelve thousand households. What can be said about the areas that front the lane: how many automobiles are registered there, and how much legal curb do they hold?
- The note makes no recommendation.

Two kinds of figures, kept apart

Measured: the curb

- City géobase and parking-sign inventory (October 2026)
- Every side of every street segment
- Less 10 m at each end (cross street's half roadway, and the 5 m of the Highway Safety Code), less stretches forbidden at all times
- An **upper bound**: driveways, hydrants, bus stops, hourly and permit rules not deducted

Modelled: the automobiles

- Registered totals exist by FSA only
- Shared among dissemination areas from 2021 Census variables
- Scaled so each FSA's areas sum to its registered total
- An **estimate with an interval**, never a count

The 2015 LiDAR night count and the imagery are a **check**, not an input.

The corridor

- The 22 dissemination areas that hold a block face of rue de Terrebonne along the lane, west end to Girouard.
- They reach about one block to each side (Somerled about 260 m north, Monkland about 285 m south).
- 5,471 households (2021 Census).
- Dissemination areas do not nest in FSAs: each is shared among FSAs by the dwellings of the City's assessment roll in each FSA polygon. Households rebuilt this way: H4A $-1.2\,\%$, H4B $-1.2\,\%$ against Statistics Canada's own FSA profile.

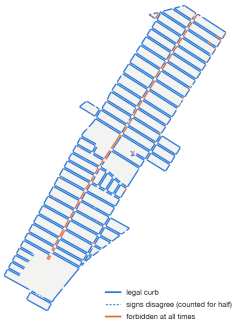
Method: legal curb

- A sign governs the stretch from its pole to the next pole in the direction of its arrow; a sign without an arrow, the stretches on both sides.
- Where the usual reading of the arrows leaves a stretch claimed both by an all-time prohibition and by an hourly rule, the other reading is taken for that face if it leaves fewer such stretches.
- **Check on rue de Terrebonne**, where the layout is known: the reading finds one parking band, south side west of Cavendish, north side east of it: 1,306 m, 238 places at 5.5 m.
- The borough's 2023 study counted 478 places on the two sides before the lane (230 westbound, 248 eastbound).

Legal curb by block face

Legal curb by block face in the corridor, from the City's sign inventory

Each side of each street segment, drawn offset from the centre line. Blue: curb where no sign forbids stopping or parking at all times; orange: stretches where such signs apply. Each face stops 10 m short of each intersection, as measured. Rue de Terrebonne: one parking band, south side wes



Corridor: 37.2 km of legal curb on 318 block faces (8 % of the curb net of 10 m at each end is forbidden at all times). Upper bound: driveways, hydrants, bus stops, hourly and permit rules are not deducted.
Sources: SAAQ, vehicles released under the access Act (file 03.06.34729), December 31, 2024, type inferred; Statistics Canada, 2021 Census; City of Montréal, géobase, parking-sign inventory and assessment roll (CC BY 4.0). Automobiles below the FSA are MODELLED, not measured.

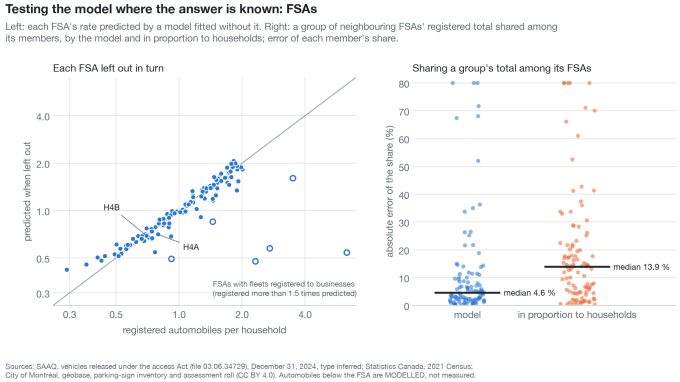
Corridor: 46.8 km of curb, 37.2 km legal; 6,192 to 7,431 places at 6 to 5 m (upper bound).

Method: automobiles below the FSA

1. Across 114 FSAs (1,000 households or more), the logarithm of automobiles per household is regressed on: share of renters, share of commuters who drive, persons per household, median household income. Robust regression: a few FSAs hold business fleets (H2Y, H2Z, H3A, H3B, H4P, H9P).
2. Each dissemination area's rate is predicted from its own census variables.
3. Predictions are scaled so each FSA's areas sum to its registered total (factors 1.07 for H4A, 0.99 for H4B).

Intervals: 2,000 draws (FSAs resampled; sampling error of the 25 % sample variables; an unexplained factor per area; rescaling).
Not covered by the intervals: census of 2021 against vehicles of 2024; inferred type; vehicles registered to businesses.

Does the model work where the answer is known?



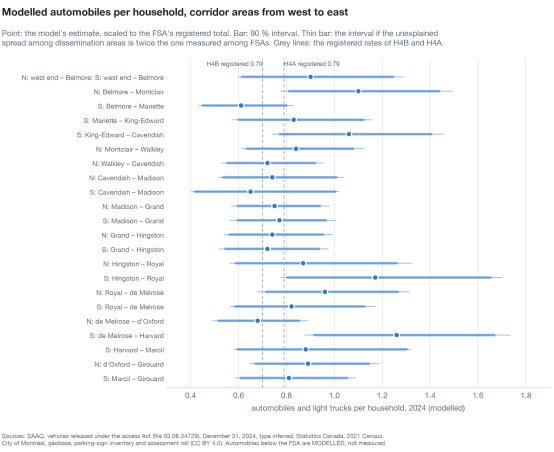
Sharing a group of FSAs' total among its members: off by 4.6 % at the median with the model, 13.9 % in proportion to households. For H4A and H4B as a pair the model gains little. Below the FSA nothing can test the split.

The corridor: modelled automobiles, measured curb

	areas	households	automobiles	90 % interval	per household	legal curb km	places (6 to 5 m)	per place (5.5 m)
Corridor	22	5,471	4,622	4,382–4,927	0.84	37.2	6,192–7,431	0.68
Other areas of H4A, H4B	61	18,978	14,363	14,033–14,641	0.76	109.3	18,210–21,852	0.72
All	83	24,449	18,985	18,830–19,163	0.78	146.4	24,402–29,283	0.71

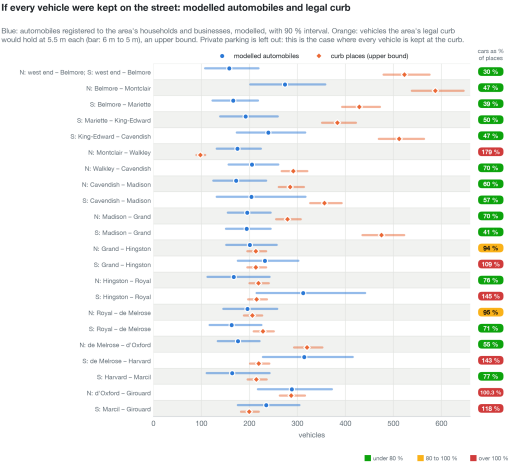
- Corridor: 0.84 automobile per household (0.80 to 0.90); the other areas of the two FSAs, 0.76.
- The two alternative specifications give 4,616 and 4,683 for the corridor.
- Places are an upper bound; automobiles are every vehicle registered, wherever it is kept.

Area by area: the estimates and their intervals



A single area's 90 % interval is about 29 % of its estimate either way; most differences between neighbours are within it.

Modelled automobiles beside the places the legal curb would hold

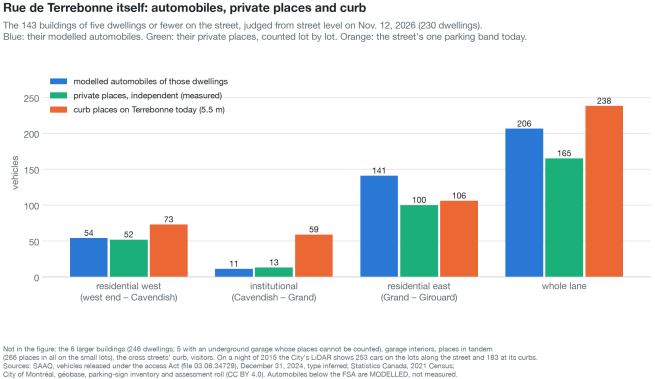


Sources: SAAQ, vehicles released under the access Act (file 03.06.34739), December 31, 2024, type inferred; Statistics Canada, 2021 Census; City of Montréal, géobase, parking-sign inventory and assessment roll (CC BY 4.0). Automobiles below the FSA are MODELLED, not measured.

Why the ratio is not a measure of parking pressure

- At 5.5 m per place: 0.68 modelled automobile per place of legal curb in the corridor (0.65 to 0.73); the estimate exceeds the area's own places in 6 of 22 areas.
- The curb figure is an **upper bound**: no driveway, hydrant, bus stop, hourly or permit rule deducted.
- This comparison is the limiting case where **every registered vehicle is kept at the curb**. Private parking: next slides.
- Visitors, institutions and vehicles from elsewhere use the same curb; a place at the far end of an area is not a place at one's door.
- The occupancy measurements that exist are EXP's: Thursday, September 29, 2022, 18:30–19:30: 247 cars on Terrebonne's places (50 %), 311 on the cross-street stubs (51 %).

Private parking, measured on rue de Terrebonne

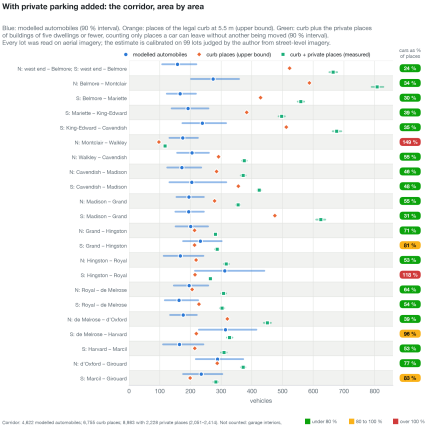


129 of the 149 lots judged from street level (Nov. 12, 2026) have car access today (87 %). Private places counted lot by lot; the 6 larger buildings get none.

Private parking in the corridor: every lot read, then checked

- Every lot holding a dwelling (2,358) was read on enlarged aerial crops by independent readers under a written protocol. A first reading failed its checks and was redone.
- A random sample of 112 lots, drawn beforehand, was judged by the author from street-level imagery without seeing the readers' answers.
- Small buildings in the check: **85 of 99 have car access** (86 %). Where the readers said yes, the check confirmed 52 of 56; where they said no, only 8 of 23: a view from above misses driveways.
- Estimate for the 2,262 small buildings, calibrated on the check: **2,228 private places** a car can leave without another being moved (2,051 to 2,414); 3,731 with cars one behind another. Garage interiors not counted.
- The 96 buildings of six dwellings or more are given none: 6 of the 12 checked have an underground garage that cannot be counted.

With private parking added, area by area

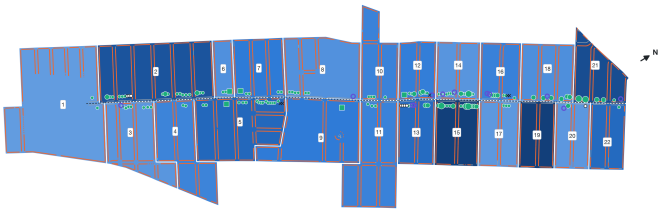


0.51 modelled automobile per place with private places, against 0.68 with the curb alone.

All the sources on one map

Parking in the Terrebonne corridor: modelled automobiles, measured curb, measured private places

Fill: automobiles registered to each area's households, MODELLED from the SAAQ file of 2024. Orange: legal curb by block face (measured, upper bound). Green on rue de Terrebonne: each lot's private places, counted from street level on Nov. 12, 2026. Table: the same three, and private places, per area.



- 1 private place (69)
- 2 private places (29)
- 3 or more private places (6)
- underground garage (places not counted) (5)
- legal curb, 10 m short of each intersection
- signs disagree (counted for half)
- parking forbidden at all times
- the lane (rue de Terrebonne)
- parking converted, no place left (12)
- no private place (6)
- could not be told (5)

0 50 100 150 200 250 300
modelled automobiles per area (2024)

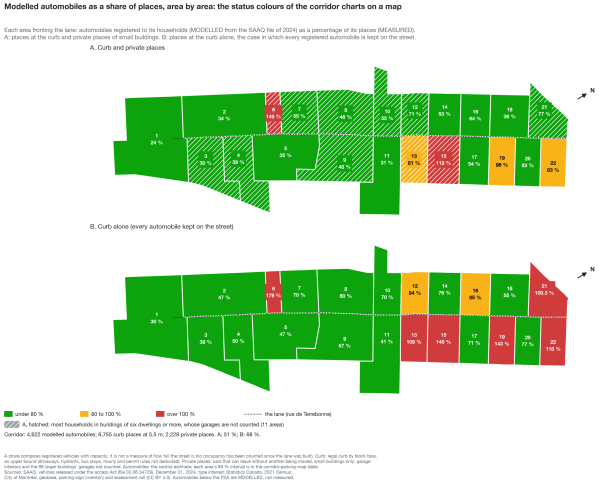
area	automobiles (modelled, 90 %)	curb places (5.5 m)	private places (small buildings, 90 %)
1	158 (108–219)	523	142 (130–155)
2	274 (202–358)	587	221 (203–241)
3	166 (123–218)	429	131 (121–142)
4	192 (139–259)	384	114 (104–124)
5	238 (174–318)	512	164 (151–179)
6	175 (132–224)	98	20 (18–21)
7	205 (157–260)	292	84 (77–92)
8	172 (125–229)	285	87 (79–95)
9	204 (152–317)	356	68 (62–74)
10	195 (156–244)	279	76 (70–83)
11	194 (151–244)	475	156 (135–164)

area	automobiles (modelled, 90 %)	curb places (5.5 m)	private places (small buildings, 90 %)
12	201 (152–257)	213	68 (63–74)
13	232 (176–302)	213	74 (67–80)
14	187 (133–242)	219	98 (90–107)
15	312 (215–441)	215	90 (45–55)
16	196 (146–259)	208	102 (94–110)
17	183 (117–229)	228	75 (66–82)
18	176 (134–221)	320	131 (119–142)
19	314 (228–415)	220	108 (99–117)
20	164 (111–242)	214	95 (85–104)
21	288 (218–372)	287	85 (78–92)
22	235 (176–304)	199	84 (76–91)
corridor	**4,622 (4,302–4,927)**	**6,755**	**2,229 (2,051–2,414)**

Curb: gladoise faces less 1.0 m at each end and stretches forbidden at all times; driveways, hydrants, bus stops, hourly and permit rules not deducted. Private places: cars that can leave without another being moved; garage interiors and the 66 larger buildings' garages not counted; off Terrebonne, the reading of every lot calibrated on 99 lots checked from the street.
Places are capacity, not use: the table does not measure how full the street is.
Sources: SAAQ, vehicles released under the access Act (file 03.36.34726, December 31, 2024, type inferred; Statistics Canada, 2021 Census; City of Montreal, gladoise, parking-sign inventory and assessment roll. (CC BY 4.0). Automobiles below the FSA are MODELLED, not measured.

Off Terrebonne, private places are shown per area only (calibrated totals), never lot by lot.

Automobiles as a share of places, by area

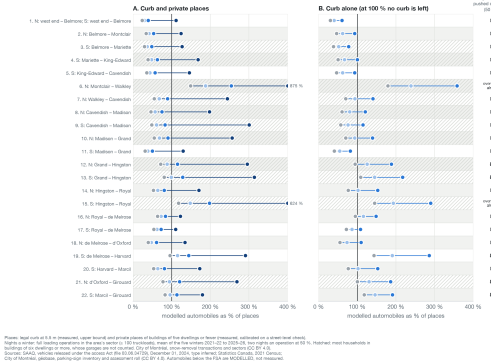


Reds in A: large buildings, garages not counted. A share does not measure how full the street is.

Snow-loading nights: what the data allow

- The City publishes **truckloads per sector per day** and the sector outlines; **not** which street or side was under a ban on which night (Info-Neige is live only, no history).
- Operation: a run of loading days in a sector with $\geq$ 100 truckloads, Dec. 1 to Mar. 31. CDN-301: 4, 4, 2, 2 and 5 operations in 2021–22 to 2025–26.
- Assumed: each block face under a ban one night per pass, at night; a run both longer and heavier than the median operation counts as several passes (Feb. 8–Mar. 2, 2025: 3.7). On the area's loading night **25, 50 (central) or 100 %** of its curb under a ban.
- Two scales: cars stay in their **area**; or move anywhere in the **district**'s part of the corridor (night's share of the curb = night's truckloads over the operation's, at most 36 %).
- Not counted: **uncleared snow**. Between a snowfall and its loading, snowbanks narrow the usable curb; no record of it exists, so places on those nights are overstated.
- One free lot within 1.5 km: Doug-Harvey arena, 20 places, listed 2021–22 to 2023–24 only; added in those winters.

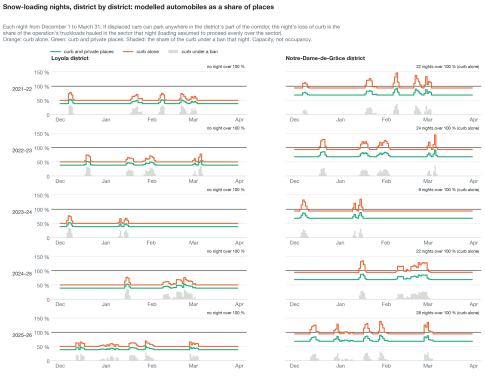
Snow-loading nights, area by area



Places: legal curb at 6.8 m (measured, upper bound); area private places of buildings of five dwellings or fewer (measured, calibrated on a street-level check).
Nights a winter: full loading operations in the area's sector (c. 180 tracklistels), mean of the five winters 2021–22 to 2025–26; two nights an operation at 50 %; Hatched: most households in the area have at least one off-street space (Census 2021, dissemination area 24661 0042, 71 %).
Sources: SAAQ, vehicles released the access Act (for 63,66,547/26, December 31, 2024, type inferred); Statistics Canada, 2021 Census; City of Montréal, gbéases, parking-sign inventory and assessment roll (CC BY 4.0). Automobiles below the FSA are MODELLED, not measured.

Central case (50 %), private places included: 7 of 22 areas above 100 % on their loading night, 2 of them already on an ordinary night; the other 5 on 8.2 nights a winter. Assumptions, not observations.

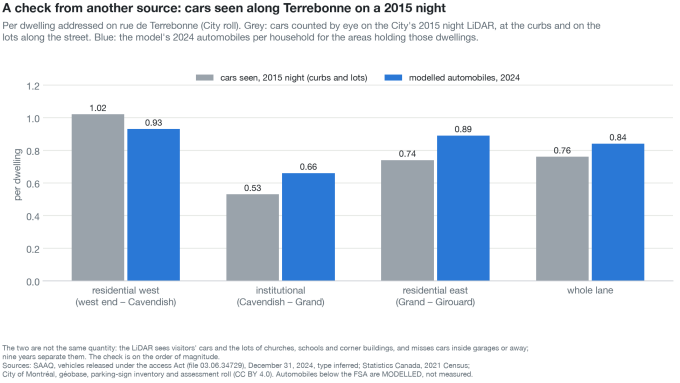
Snow-loading nights, district by district



Places: legal curb at 6.5 m (measured, upper bound) and private places of small buildings (measured). Automobiles MODELLED. Loading: City of Montréal, snow-removal transactions (by sector and day; operations of > 100 truckloads; spot removals left out). Loyola includes the Dougall-Avenue flow (6 225 places) in the entire 5 was listed. Notre-Dame-de-Grâce includes the Côte-des-Neiges flow (2 100 places) in the entire 5 was listed.
City of Montréal, geobase, parking-sign inventory and assessment roll (CC BY 4.0). Automobiles below the PDA are MODELLED, not measured.

Loyola: below 100 % every night. NDG: below 100 % with private places; curb alone above it on 22, 24, 9, 22 and 28 nights (2021–22 to 2025–26). Capacity, not occupancy.

A check from another source: the 2015 LiDAR night

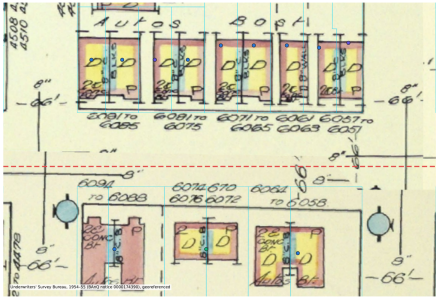


436 cars seen for 573 dwellings addressed on Terrebonne. Agreement in order of magnitude; area by area, no relation (rank correlation 0.31, 11 areas).

Cross-check: the garages of 1954–55 and car access today

Garages built with the houses, and car access today: one block of Terrebonne, Hingston to Hampton

1954–55: the fire-insurance plan writes « Autos Bast » (basement garages) along the north side



On recent aerial imagery: the same houses, their aprons, cars in the driveways (markers: car access as checked from the street, Nov. 2026)

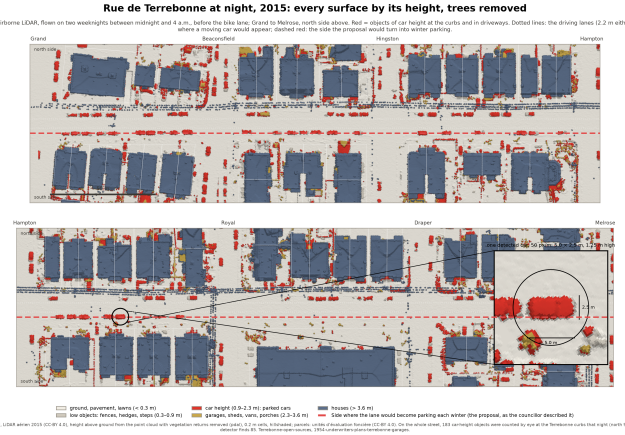


garage as built, car access today · garage as built, no parking today (converted) · no garage as built, car access today

Underwriters' Survey Bureau, Insurance plan of the city of Montreal, vol. 7, sheets 787-5 and 787-7 (1954–55; BAnQ, notice 0000174390); aerial imagery: Gouvernement du Québec (Imagerie_GQ). Markers: the author's reading of the plans and street-level check, Nov. 12, 2026. A cross-check, not a primary source. Preliminary results, not peer reviewed.

Hingston to Hampton: « Autos Bast » (basement garages) in 1954–55, car access today. A cross-check only.

Cross-check: the 2015 LiDAR night, Grand to Melrose



Parked cars in red, at the curbs and in the driveways (2015, at night, trees removed). A cross-check only.

What is shown and what is not

- **Measured:** the registered automobiles of H4A and H4B (type inferred); the legal curb of each block face, as an upper bound; garages and driveways on rue de Terrebonne.
- **Measured, with a measured error:** private places of small buildings (every lot read, a random sample checked from the street).
- **Not counted:** garage interiors; the garages of larger buildings.
- **Modelled:** the automobiles of every area smaller than an FSA. The model shares a known total better than households alone where that can be tested; below the FSA nothing can test it, and the 2015 check does not confirm its area-by-area differences.
- **Not measured by anyone:** where registered vehicles are kept; occupancy of the curb since the lane was built; which streets are under a snow-loading ban on which night (not published).

Where everything is

- Note, tables by dissemination area and by block face, figures (English and French) and scripts: `https://github.com/OpenMobilityData/Terrebonne-open-sources/tree/main/2026-terrebonne-corridor-vehicles-and-curb`
- Sources: SAAQ (access request 03.06.34729; tables of Quebec-vehicle-registrations); Statistics Canada, 2021 Census; City of Montréal open data (géobase, parking-sign inventory, assessment roll, LiDAR 2015; CC BY 4.0); DMTI Spatial (FSA polygons, under licence).