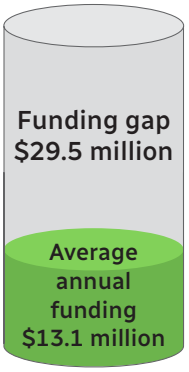


Transportation

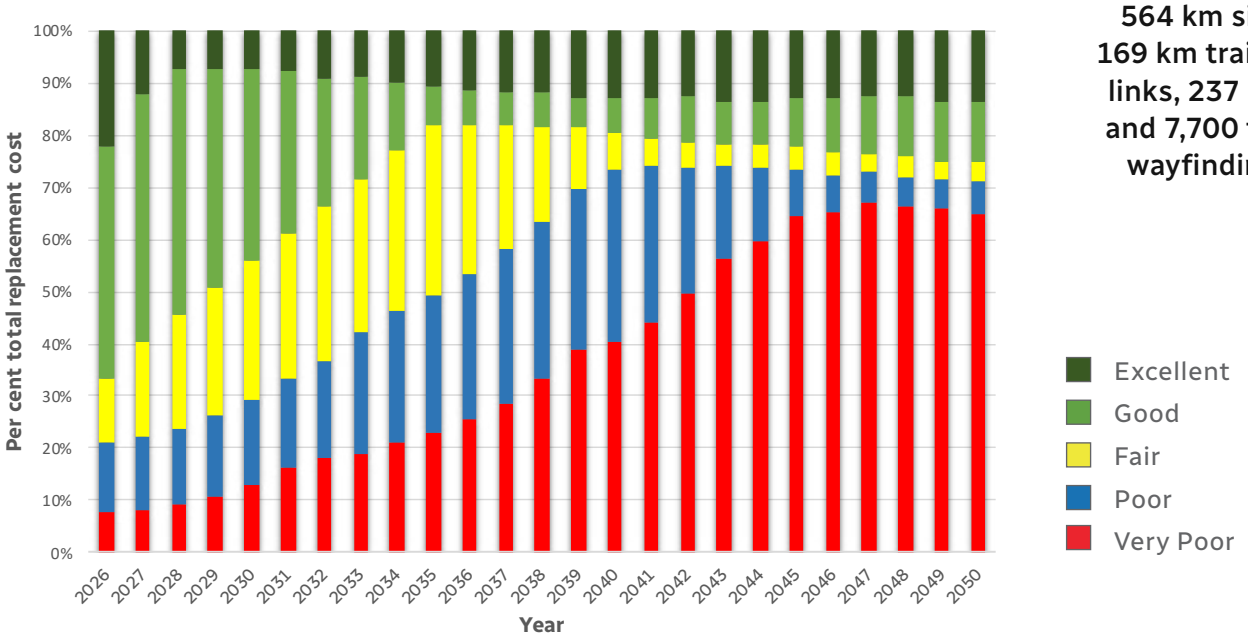
Total asset replacement value	**$1.3 billion**
Current condition	**FAIR**
Projected condition in 25 years	**VERY POOR**
Annual funding needed to meet target performance	**$42.6 million**
Annual average funding	**$13.1 million**
Annual funding gap	**$29.5 million**
Funding source	**Tax base**
Data maturity level	**High**



Annual funding needed $42.6 million

Assets include 850 lane km roads, 564 km sidewalks, 169 km trails and trail links, 237 bike racks and 7,700 traffic and wayfinding signs.

Projected annual performance of transportation assets



A FEATURED STORY

Investing in a Connected, Resilient Transportation Network

As our most cost-intensive asset class, transportation requires diligent, long-term planning. We use a range of lifecycle maintenance strategies to keep roads safe, efficient, and durable. Our network also includes a growing system of interconnected trails, bike paths, and sidewalks—supporting active transportation and multi-modal connections to LRT stations. Through strategic investment and planning, we're ensuring this vital and complex network continues to serve our community reliably, sustainably, and in alignment with future mobility needs.

CURRENT STRATEGY

The city's transportation assets are roads (including bike lanes), signs (traffic and wayfinding), sidewalks and trails (multi-use paths, community trails and trail links), bike racks, retaining walls, and streetlights. A well-maintained transportation network helps people and goods move around our city and encourages many ways to move. Roads are a tax base-funded asset.



Roads are rehabilitated when their condition falls below the target pavement quality index (PQI) for a portion of the road. PQI is a rating from zero (very poor condition) to 100 (excellent condition). It considers surface condition, ability to support and bear weight, and how rough the road is. The target condition for each road segment is based on the classification of larger volume arterial roads (like Columbia Street and portions of University Avenue), and collector roads (such as William Street and Beechwood Drive) have a higher target condition than lower volume local and residential roads. The city has an overall road network target of 60 PQI; currently, the assessed PQI level is 66.

Roads are primarily replaced in coordination with other underground infrastructure work, such as watermains or sanitary/storm sewers repairs or replacements. Roads are typically rehabilitated rather than replaced when only the road requires attention. The timing of proposed developments is also considered when deciding whether to replace or rehabilitate a road. For sidewalks and trails, we repair as needed and replace them once they reach a very poor performance.

79%

Percent of transportation assets with a fair or better performance

ASSET PERFORMANCE

Transportation asset performance is evaluated using historical knowledge, age, and observed conditions. The quality and availability of our asset data (data maturity) are continuously evolving. The current data maturity level for transportation assets is assessed to be high. The city is continuously working to improve asset data quality.

Approximately 79% of transportation assets are currently considered in fair or better performance. Over the 25 year timeline, with the current level of funding, we anticipate the percentage of our transportation network with a fair or better performance profile to decrease from 79% in 2026 to 29% by 2050. Based on the best available transportation asset data, deterioration rates and 2024-2026 capital budget and 2027-2033 capital forecast, we estimate that transportation assets have an annual infrastructure funding gap of $29.5 million.

60

Target PQI

66

Current average PQI

LEVELS OF SERVICE

The following tables show the levels of service established by the city for Transportation assets. These metrics include the technical and community level of service required as part of the Ontario Regulation 588/17. Service metrics are reported for the prior year ending on December 31.

COMMUNITY LEVELS OF SERVICE

The following table outlines the qualitative descriptions that determine the community levels of service for transportation assets.

SERVICE ATTRIBUTE	QUALITATIVE DESCRIPTION	2025
Scope	Description, which may include maps, of the road network in the city and its level of connectivity.	The City of Waterloo is a lower-tier municipality within the Region of Waterloo and is interconnected by a network of Regional, Arterial, Collector and Local roads which facilitate travel between in all areas of the City.
Quality	Description or images that illustrate the different levels of road class pavement condition.	See **Table 21** in the 2024 Asset Management Plan for details.

TECHNICAL LEVELS OF SERVICE

The following table outlines the quantitative metrics that determine the technical level of service for transportation assets.

SERVICE ATTRIBUTE	QUANTITATIVE METRICS	2024	2025
Scope	Number of lane-kilometres of arterial roads as a proportion of square kilometres of land area of the municipality.	0.7	0.7
	Number of lane-kilometres of collector roads as a proportion of square kilometres of land area of the municipality.	3.4	3.4
	Number of lane-kilometres of local roads as a proportion of square kilometres of land area of the municipality.	8.9	8.9
Quality	For paved roads in the municipality, the average pavement condition index value.	57	66
	For unpaved roads in the municipality, the average surface condition.	Good	Good

This represents the length of all trails and trail links throughout the City except for cemeteries. The projected performance and related infrastrcture funding for trails within parks are captures within the Parks report card.

The information presented here is based on the best available asset inventory and condition data as of March 2026, as well as funding details from the 2024-2026 approved capital budget and the 2027-2033 capital forecast.

The forecasting model allows staff to project the condition of City assets over a 25-year timeframe and therefore all funding is based on a 25-year average.