



CITY OF NOVI
Administrative ePacket
October 01, 2026

Council Action/Attention

[Plante Moran Realpoint Update](#)

Departmental Updates

[The Buzz Report](#)

[Novi Weekly Road Construction Update \(9/29 - 10/5\)](#)

For Your Information

[Best and Worst in Public Transit 2026](#)



City of Novi - Project Status Overview

Status Summary

Novi City Council Weekly Update #85

As of:

9/30/2026

Overall
Status

In progress

PMR Previous Activities (October 2024 – September 2026)

Design

- Weekly design meetings continue to occur on Mondays
- ~~FS 2 and FS 3 elevations revised per Chiefs' requests~~
- ~~HED has submitted utility application to DTE and final site plan application to City for FS 2 and FS 3.~~
- Materials Testing vendor approved at 9/28 Council meeting
- PMR reviewing estimating for PSB and FS 2 and FS 3 performed by Christman

Other

- Dashboard update draft sent to City Manager on 9/25; revisions sent on 9/30.

Upcoming Activities

Governance

- City Council's remaining approvals consist of PSB Schematic Design and design development; FS 2 and 3 design development; furniture vendor; construction documents (90%); contractor bid packages; and change orders (CO's) that exceed project contingency or program budget
- FAC to approve budget transfers between projects (for example, a budget transfer from the PSB to FS 2) and use of contingency

Design

- Approval of FS 2 and FS 3 Design Development to occur at the 10/26 City Council meeting, with an FAC meeting to be scheduled on 10/12.
- Current timeline is aiming for Schematic Design ~~approval~~ presentation of the PSB at the 10/12 FAC meeting, pending PMR's current review of estimating
- Christman taking the lead with Building/Foundation permit application for FS 2/3.

Other

- The next PMR's Owner's Meeting with Novi will be on 10/5/26
- FS 2 and FS 3 site bid packages have been issued and proposals are due on 9/29. Award recommendation to be made at 10/12 City Council meeting.
- ~~PMR to provide dashboard update in September~~
- ~~Materials Testing vendor approval scheduled for 9/28 Council meeting~~

Areas for Discussion

Site Due Diligence / Budget Items Checklist:

- City of Novi will address any necessary survey and treatment of invasive species for public safety sites
- City of Novi will handle permit and inspection fees internally

City of Novi Road Project

- Approx. \$18 million, which includes property acquisition and utilities (\$11.5 million "construction cost" for the road itself)
- PMR's assumption is that it is responsible for activities within the project sites, and that utilities are available at lot line
- City will be responsible for wetlands, contaminated soils and land clearing of the identified spoils pile at the Public Safety Building Site (if needed), and relocation and/or improvements of public utilities adjacent at Lee BeGole Drive to facilitate the road improvements and PSB project.
- PMR analyzing cost-sharing financial scenarios between Public Safety Project and Road Project activities for items listed above for FAC

Procurement and Contracts

- Site work/land clearing for FS 2 and 3 to occur 4th Quarter 2026
- Targeting substantial completion of FS 2 and FS 3 by December 2027, with the PSB starting construction in 2028
- PMR seeking approval of Mechanical/Electrical Commissioning and Furniture, Fixtures and Equipment (FFE) vendor in 4th Quarter 2026

Buzz Report

October 1, 2026



Hot Topics:

- **DICE (former 10 North, Mr. B's and Goat Farm)**

The former DICE/Goat Farm bar on the west side of Novi Road just north of 10 Mile was demolished this week. It's been in disrepair for quite some time. There has been some "traction" on social media regarding this occurrence.



- **Tree Removal at Beck Rd/10 Mile Intersection**

The Home located at 24190 Trafalgar Court, the southwest corner at the Beck Road and Ten Mile Road intersection has recently received some attention due to the removal of several trees. This work was done under proper permitting, having received a Woodland Permit from the Planning Commission on their June 10, 2026 meeting. In total, 23 regulated woodland trees of various sizes were approved for removal, so that the homeowner can install a fence on the property. The City's Woodland Consultant calculated that 39 woodland replacement credits are required as part of the permit, this is currently planned to be fulfilled by installing new plantings on the subject property including deciduous trees, evergreen trees, as well as both small and large shrubs. A bond is in place, and the Community Development department will continue to monitor the work.

- **2026 NSRP and Associated Tree Removals**

Work for the 2026 NSP (Neighborhood Sidewalk Program) began on Monday, July 13th, 2026.

The subdivision of WESTRIDGE DOWNS work will be executed starting in September, this includes all sidewalk and tree work along WESTRIDGE LN, and GALWAY Dr.

Once the tree removals are complete contractor Major Construction Group will begin sidewalk/concrete work. The first three subdivisions that Major will be working in will be North Haven Woods, Haverhill, and Woods of Novi. Once completed in these three developments, Major will continue working through the remaining subdivisions included in this year's NSP program. Sidewalk panel marking / notifications via door hangers and yard signs will occur 2-3 weeks ahead of Major beginning work, with a final notification flyer being distributed approximately one week ahead of concrete work beginning.

Community Relations, in coordination with the Department of Public Works (DPW), sent an informational letter to addresses in the following subdivisions where a tree is marked for removal to help explain the program, the reason trees are being removed, and the possibility of trees being replaced once the program is completed: North Haven Woods, Haverhill Farms, Woods of Novi, Whispering Meadows, Westridge Downs, Royal Crown Estates, Addington, Broadmoor Park, Mockingbird, Simmons Orchard, Cedarspring Estates, Settlers Creek, Camborne, and Homestead Condos.

The Sidewalk Repair Program webpage has also been updated with the latest information. You can see example of the signage and door hangers to be used on the webpage: <https://cityofnovi.org/sidewalkrepairprogram/>

Great Lakes Water Authority (GLWA) Status Update:

14 MILE TRANSMISSION WATER MAIN REPLACEMENT: **The long wait has finally come to an end, The contractor fully reopened 14 Mile Road for the full length on Tuesday, August 4th!** The permanent traffic markings have also been placed along the full length. There is a fair amount of restoration (minor grading, planting grass and replacement trees, and irrigation fixes) needed on the overall project which will be done under flag control and intermittent lane closures.

<https://www.glwater.org/14milemainproject/>

Road Construction Projects:

At City Council's request the Administrative ePacket will now include the Weekly Road Construction Updates put together by our Department of Public Works engineering team. This same information is used to update the Better Roads Ahead section of the City webpage in a more easily digestible format for the public <https://cityofnovi.org/betterroadsahead/>

Community and Economic Development Project Updates:

[Map of Development projects](#)

[Development Projects Webpage](#)

- **11 and Beck Townhomes**

Proposed Development: 43 2-story townhomes
Next Steps: PLSR Concept Plan with the Planning Commission

- **AG3 Labs**

AG3 Labs is a Michigan-based defense technology startup that grew out of engineering research and entrepreneurship at Michigan State University. The company has developed autonomous, low-cost drone systems for military training and counter-drone applications. In 2025, AG3 Labs was one of four global winners of the U.S. Army's xTech Counter Strike competition, earning \$350,000, and the company is now advancing to the second round of the Army's Drone Dominance Gauntlet at Fort Carson, Colorado.



- **Stars + Honey**

Locally founded protein bar company is opening a manufacturing facility in Novi after expanding its distribution from direct sales to contracts with Target and Costco. Sales have grown roughly 300% over the past 14 months and the company expects \$50 million in revenues this year.

- **Townes at Haggerty** – Haggerty Road just south of 9 Mile

175 townhouses across 26 buildings are proposed on the west side of Haggerty. A public hearing was held before the Planning Commission on May 6th, for their initial review.

- **Hotels at the Adell Center**

Grading and utility work is underway for Home 2 Suites (5 story/141 rooms). The Preconstruction meeting for Towne Place Suites is scheduled for 9/16 (5 story/129 guestrooms).

- **Supra Revolving Sushi** (Former Bar Louie) – 12 Mile Crossing
The space recently vacated by Bar Louie is set to become a new revolving sushi restaurant. Permits have been issued and rough inspections are underway. There is not yet a timeline for when they plan to open.
- **Central Park South** – Beck Road, South of Grand River Ave
The former Central Park Estates project has been redesigned and is being treated as a new project by planning. New multiple-family development with 106 units in a single 5-story building. The site improvements include parking on the first level of part of the building, garages, and related open spaces. Final Site Plan is now under review.
- **Providence Meadows** – Grand River Ave, West of Providence Parkway
Proposed rezoning of 31 acres from Light Industrial to High Density Multiple Family to develop 161 townhome units. At the January 14th Planning Commission meeting this project received initial feedback (no votes were taken) and went before Council on May 4th for their initial input. The applicant has resubmitted as a Rezoning/Planned Suburban Low Rise (PSLR) development with 157 units.
- **Grand-Beck Development** – Grand River east of Beck Road
Fuel station, convenience store, and Clean Express car wash to be built on a vacant parcel. Preliminary Site Plan has been approved by the Planning Commission. Final Site Plan is now under review. Estimated Completion Date: Unknown
- **Taft Knolls III** – Taft Rd, north of 10 Mile Rd
The Site plan for a Single-Family Residential Development of 13 new homes is now under construction.
- **Novi 10** - 10 Mile and Novi Road
Staff sent the developers a draft of the PRO Agreement in early April. Comments have not received any comments back from them so far.
- **Novi Acres (FKA Station Flats)**
The owners of the property between Target and Sam's recently submitted a new Preliminary Site Plan (61 townhome units and a 6,529-square-foot retail building) under the new name of Novi Acres. The previously planned project, known as Station Flats, has been scuttled. The current project is anticipated to be before Planning Commission in July.
- **Camelot Parc/Avalon** by Village of Stonebrook
Townhomes for sale with garages, fewer units (currently zoned PSLR). The development went before City Council on July 27th meeting for final approval of their Planned Suburban Low-Rise (PSLR) Agreement and Concept plan. The associated resolution was approved 5:2.
- **Transformco (Former Sears at Twelve Oaks)**
Spaces for [a Dicks House of Sport, Round 1 Arcade and Bowling, and Primark](#). Nearly all the external work has been completed. Paving of reconfigured Barrier Free parking anticipated to start 9/21. Construction continues for all 3 future tenants. Estimated Completion Date: Early November for Dicks, end of the year for Round One, with Primark to follow next spring.

Ordinance Enforcement Updates:

- **DICE (24555 Novi Rd):** The building has been demolished, with the “open hole” inspection having been passed on September 25, 2026.

Frequently Asked Questions:

1. ***Does the City of Novi have a Policy or Ordinance regarding e-bikes/electric scooters/electric minibikes (especially on sidewalks)?***

Answer: No, The City of Novi does not *currently* have an ordinance regarding e-bikes or similar toys/vehicles. However, we are aware of the increase in such modes of transport and the safety concerns of pedestrians and non-motorized bikers sharing the sidewalk. Policy/Ordinance options regarding the matter are currently being explored.

2. **Does the City of Novi have Flock Cameras installed/in-service?**

Answer: Yes, The City has had several Flock Automated License Plate Reader (ALPR) cameras positioned at strategic roadway intersections throughout the City since the approval of their purchase and installation in 2023.

Detective Sergeant Snell recently provided a memorandum regarding their use in Novi and surrounding communities and can be reviewed [HERE](#).

Additionally, on the morning of Sunday, July 5th, Novi PD discovered someone had tampered with our Flock cameras located at southbound Novi Road at I-96 and northbound Novi Road at I-96. Based on the preliminary investigation, the damage appears to have been intentional. It appears the suspect was unsuccessful in removing the northbound camera on Novi Road, as only three of the four mounting bolts had been loosened. The southbound camera only sustained damage to its solar panel.

During a check of other Flock camera locations, officers identified another incident at the westbound Eight Mile Road and Haggerty Road location, where the mounting bolts had been loosened.



2026 WEEKLY CONSTRUCTION UPDATE

September 29 through October 5

*Please note: Any indication of a project's schedule is only an estimate.
Construction work could be delayed by many factors, such as inclement weather.



PROJECT STATUS

YELLOW	- NOT STARTED	GREEN	- ACTIVE
RED	- STOPPED OR DELAYED	BLACK	- COMPLETE

COUNTY PROJECTS

Project: **NOVI ROAD RECONSTRUCTION/REHABILITATION (8 MILE TO 9 MILE ROADS)**

Prime Contractor: Don's Excavating, Inc.

Start: April 15, 2025

End: September 2, 2026

Consultant: RCOC - In-House Project Management

Description: See attached link to the right for RCOC construction updates

<http://www.rcocweb.org/658/Novi-Road-8-Mile-Road-to-9-Mile-Road>

The Road Commission for Oakland County (RCOC), in partnership with the cities of Novi and Northville, will rehabilitate and reconstruct Novi Road, from 8 Mile to 9 Mile Roads. Phase 1 - relocate utilities (DTE, Consumers, AT&T, etc.) in spring of 2025 - **COMPLETE**; Phase 2 - reconstruct the 'curve' between 8 Mile Road and Allen Drive in summer/fall of 2025 - **COMPLETE**; and Phase 3 - **rehabilitate the remainder of Novi Road from Allen Drive to 9 Mile Road, in 2026. Plans are also to add a continuous center left turn lane throughout the entire section of Novi Road as well as the installation of a High-Intensity Activated Crosswalk or HAWK pedestrian signals, located just north of Gateway Drive.**

Traffic Control/Detours: N/A - Detour map attached as an appendix

Project was completed and fully reopened to traffic on Wednesday, September 2nd.

Work Status:

Project was completed and fully reopened to traffic on Wednesday, September 2nd. Contractor still has a couple weeks worth of restoration to complete.

Project: **BASE LANE OR 8 MILE ROAD/CSX RAIL ROAD BRIDGE DECK REPLACEMENT**

Prime Contractor: E.C. Karneffel Co.

Start: March 2, 2026

End: September 18, 2026

Consultant: In-House WCDPS Project Management Staff

Description: See attached link to the right for WCDPS construction updates

<http://www.waynecounty.com/departments/publicservices/roads/road-construction-updates.aspx>

The Wayne County Department of Public Services (WCDPS) will be completing the final stage (Stage 3) of construction on 8 Mile Road between Haggerty and Novi Roads which is the bridge rehabilitation and bridge deck replacement at the CSX/Lake State Railway. Stage 1 was the concrete rehabilitation from Haggerty Road to just west of Meadowbrook Road. Stage 2 was completed late last year, milling the existing concrete and placing new asphalt pavement over the top from just west of Meadowbrook Road to the CSX bridge.

Traffic Control/Detours: N/A - Detour map attached as an appendix

Bridge was finally reopened on Saturday, September 19th.

Work Status:

Bridge was finally reopened on Saturday, September 19th.

Project: **12 MILE ROAD REHABILITATION (NOVI ROAD TO FARMINGTON ROAD)**

Prime Contractor: Cadillac Asphalt, LLC

Start: July 13, 2026

End: October 30, 2027

Consultant: Internal RCOC Design and Inspection Staff

Description:

<http://www.rcocweb.org/711/12-Mile-Road-Nov-Road-to-Farmington-Road>

The Road Commission for Oakland County (RCOC) in cooperation with the cities of Novi and Farmington Hills will be rehabilitating 12 Mile Road from Novi Road to Farmington Road over the course of two years, in four, distinct stages (see attached 'Staging Plan'). Stage 1 will take place this summer on the concrete portion of 12 Mile Road between Novi and Meadowbrook Roads and the asphalt portion between just east of Halsted Road and Farmington Road. The plan is to repair the outer lanes first, then repair the inner lanes.

Traffic Control/Detours: Pg 4 of 6 - Staging plan attached as an appendix

The contractor will maintain at least one lane, in each direction throughout the duration of the first stage.

Work Status:

Stage 1 has been divided into two separate phases. Stage 1A started on July 14th in Farmington Hills, from just east of Halsted Road to Farmington Road milling and paving the existing asphalt along with some spot, curb repairs. Stage 1B (Novi to Haggerty Roads) started on August 18th. The contractor switched over to the inside lanes a couple weeks ago. They expect another 2 to 3 weeks to finish the work planned in Novi for this year.

Project: **GLWA's 14 MILE TRANSMISSION WATER MAIN REPLACEMENT**

Prime Contractor: Ric-Man Construction, Inc.

Start: January 12, 2026

End: August 13, 2026

Consultant: Brown & Caldwell and DLZ Corporation

Description:

<http://www.glestar.org/14miletranswaterproject/>

The Great Lakes Water Authority (GLWA) in cooperation with the Road Commission for Oakland County (RCOC) and the cities of Novi, Walled Lake, Commerce Township, Wixom, and Farmington Hills will be replacing and/or rehabilitating the 42-inch water transmission main along 14 Mile Road from roughly East Lake Drive to M-5. This construction will constitute rehabilitation of certain portions with a Carbon Fiber Reinforced Polymer (CFRP) repair, mainly through the Walled Lake and Wixom areas. All other areas will be an outright replacement pipe.

Traffic Control/Detours: N/A - Detour plans attached as an appendix

14 Mile Road (East Lake Drive to M-5) is still currently closed to eastbound traffic while maintaining westbound traffic.

Work Status:

The long wait has finally come to an end. **The contractor fully reopened 14 Mile Road for the full length, on Tuesday, August 4th.** The permanent traffic markings were also placed along the full length. There is also a fair amount of restoration (minor grading, planting grass and replacement trees, and irrigation fixes) needed on the overall project which will be done under flag control and intermittent lane closures.

Project: **2026 BRIDGE PREVENTATIVE MAINTENANCE PROGRAM - NOVI ROAD OVER THE CSX RAILROAD**

Prime Contractor: C.A. Hull Construction Company

Start: August 24, 2026

End: September 30, 2026

Consultant: Internal RCOC Design and Inspection Staff

Description: See attached link to the right for RCOC construction updates

<http://www.rcocweb.org/658/Bridge-Preventative-Maintenance>

The Road Commission for Oakland County (RCOC) has developed a Preventative Maintenance Program for several of their bridges that does not warrant rehabilitation or replacement. These programs are less intrusive while also extending the usable life of the bridge which is more cost-effective in the long term. One of the bridges selected is the Novi Road bridge over the CSX Railroad tracks, just south of the Main Street/Bond Street intersection.

Traffic Control/Detours: N/A - Detour map is attached as an appendix

The County's contractor will maintain one lane in each direction for the duration of the project.

Work Status:

Traffic was shifted over to the newly completed outside lanes for a small amount of work on the inside lanes. The entire project is expected to be complete by the end of this week.

CITY PROJECTS

Project: BECK ROAD RECONSTRUCTION (GRAND RIVER AVENUE TO 11 MILE ROAD)		
Prime Contractor: Dan's Excavating, Inc.		
Start: April 6, 2026		
End: November 1, 2026		
Consultant: AECOM-Great Lakes		
Description: Through MDOT's Local Agency Project office and federal funding program (\$3.4 Million), the City will be reconstructing and widening Beck Road from Grand River Avenue to 11 Mile Road to five lanes. The plan is to first locate and lower the existing 16-inch and 24-inch water mains in order to install a new large diameter culvert under Beck Road, just south of Heritage Drive. The contractor will begin installing a new storm sewer network along the western edge of Beck Road before construction begins on the road widening. There will also be improvements made to the signalized intersection to the hospital and ADA sidewalk upgrades throughout.		
Traffic Control/DeTours:	Pg 5 of 6	- Detour map attached as an appendix
Most of the preparatory work will be performed off the edge of the roadway. Drivers can expect to see minor lane closures or lane shifts under flag control for this work. Once the actual road work begins, Beck Road will be open to southbound traffic only; most northbound traffic will be detoured using 10 Mile, Novi Road, and Grand River Avenue. Local traffic will still be able to use northbound Beck Road north of 10 Mile, all the way to 11 Mile Road.		
Work Status: Construction of the southbound lanes or west half is complete. Main line paving of the northbound lanes is also complete as of late last week. This week, the contractor will begin paving back the individual gaps for driveway openings, half width at a time as well as placing new curb on the extended, northbound lane, and installing new sidewalk on the east side of Beck Road. The contractor is working to have Beck Road reopened the week of October 12th.		

Project: NOVI ROAD MEDIAN ISLAND CONVERSION (12 MILE TO 13 MILE)		
Prime Contractor: Merlo Construction Company		
Start: July 27, 2026		
End: September 15, 2026		
Consultant: Spalding DeDecker		
Description: The City will be providing improvements to the center median islands on Novi Road, between 12 Mile and 13 Mile Roads. Improvements will be to deconstruct the current, natural, sunken islands with newly raised, decorative concrete islands along with planter boxes for small bushes and trees.		
Traffic Control/DeTours:	N/A	- Detour map attached as an appendix
All work including new pavement markings and signage is now complete and the work area fully reopened.		
Work Status: All work including new pavement markings and signage is now complete and the work area fully reopened.		

Project: VILLAGE WOOD ROAD RECONSTRUCTION (GRANBROOKE DRIVE TO HAGGERTY ROAD)		
Prime Contractor: Fanson Company, Inc.		
Start: June 8, 2026		
End: September 30, 2026		
Consultant: AECOM-Great Lakes		
Description: The City's contractor, Fanson Company, Inc., will reconstruct Village Wood Road from Cranbrooke Drive to Haggerty Road with new asphalt, concrete curb and gutter, enclosing the ditches, improved storm sewer network, and adding a new, 6-foot wide concrete sidewalk along the north side of the roadway.		
Traffic Control/DeTours:	N/A	- Detour map attached as an appendix
All work is now complete and the roadway was fully reopened on Monday, September 14th.		
Work Status: All work is now complete and the roadway was fully reopened on Monday, September 14th. Over the next month or so, the contractor will continue to perform punch list work and maintain the grass restoration.		

Project: LEE BEGOLE DRIVE & CRESCENT BOULEVARD EXTENSION/CONNECTION		
Prime Contractor: Springline Excavating, LLC		
Start: September 8, 2026		
End: November 30, 2028		
Consultant: OHM-Advisors		
Description: The City has contracted with Springline Excavating to build a realigned, three lane Lee BeGole Drive, beginning with a connection to the existing Crescent Boulevard to the north and a connection with a new roundabout at 11 Mile Road. This segment will be constructed in two phases: (2026) from Crescent Boulevard to just south of the DPW's northern entrance; (Spring of 2027) from just south of DPW's northern entrance to 11 Mile Road. This phasing will allow consistent access at all times, to and from the DPW. This planned construction will also involve the mitigation of the Bishop Creek and installation of a new looped water main along the route. During the construction of the first, northern phase, the recycling center will be CLOSED and access to the Novi Police Gun Range will be from the DPW's south entrance.		
Traffic Control/DeTours:	N/A	- Detour map attached as an appendix
No detours will be necessary during the first, northern phase, of construction. All vehicular access to the DPW will be maintained from 11 Mile Road as normal.		
Work Status: The tree and clearing subcontractor completed their work last week. Springline is now preparing to start undercutting the organic soils for the installation of the northern Bishop Creek box culvert. Recycling Center officially closed on Monday, September 21st.		

Project: 2026 NEIGHBORHOOD ROAD PROGRAM - ASPHALT STREETS		
Prime Contractor: Federal Paving, Inc.		
Start: October 1, 2026		
End: November 15, 2027 (Overall Program Completion)		
Consultant: OHM-Advisors		
Description: This will be the first year of a 2026-27 program whereby the City of Novi will be performing asphalt road work (full reconstruction, rehabilitation, and/or repair) in the following asphalt street developments: Villas of Novi; Camden Court; Meadowbrook Glens; and Stonehenge subdivisions. A full list of streets will be provided on the City's 'Better Roads Ahead' web page once contracts and budgets are finalized.		
Traffic Control/DeTours:	N/A	- detour map attached as appendix
Although, no detours will be necessary for this work, local traffic and directly affected residents should expect delays in access while the contractor is working on their street or directly in front of their homes and driveways. The engineering consultant and contractor will have constant contact with each resident as construction progresses. Parking on the street will not be allowed during actual construction.		
Work Status: A pre-construction meeting was held with the contractor on August 27th. Contractor is planning on starting curb replacements in Saratoga Circle in early October and removing existing asphalt after that. Depending on extenuating factors, this may be the only development to have work this construction season. All remaining work will be done next year.		

Project: 2026 NEIGHBORHOOD ROAD PROGRAM - CONCRETE STREETS		
Prime Contractor: Koola-T Construction Corporation		
Start: October 7, 2026		
End: November 15, 2027 (Overall Program Completion)		
Consultant: OHM-Advisors		
Description: This will be the first year of a 2026-27 program whereby the City of Novi will be performing concrete road work (full reconstruction, rehabilitation and/or repair) on the following streets: Argyle Street/Court; Arden Glen Court; Denby Court; Poddington Court; Norfolk Court; Westmont Drive/Court; Emerald Forest Drive; and Avon Court. The contractor will tackle as much of this list as they can this construction season. Whoever can't get done will be pushed to 2027 along with another list of streets.		
Traffic Control/DeTours:	N/A	- Detour map attached as an appendix
No detours will be necessary for this work. Construction will take place on one half of the street at a time and for the most part, traffic flow will be maintained in one direction. Residents located on the half being worked on will need to find another location to park vehicles as no access will be provided during this time. The consulting engineer and contractor will be in constant contact with those affected residents.		
Work Status: A pre-construction meeting was held with the contractor on August 27th. The contract was signed by the Mayor and the City will be officially issuing the Notice-to-Proceed to the contractor. The contractor is hoping to start work with Argyle Street/Court on October 7th.		

CITY PROJECTS

Project: CEDAR SPRING ESTATES WATER MAIN LINING

Prime Contractor: FER-PAL Construction USA, LLC
Start: June 15, 2026
End: September 30, 2026
Consultant: OHM-Advisors

Description:

The Cedar Spring Estates subdivision has experienced numerous water main breaks over the last decade due to corrosion and deterioration of the existing ductile iron pipe. Instead of a full replacement of the water main which would involve significant excavation and disturbance to the adjacent lands and roadways, the City will be undertaking a placement of a cured-in-place pipe (CIPP) lining of approximately 5,000 feet of 8-inch and 600 feet of 12-inch water main. The project will also involve the replacement of existing valves and hydrants. A temporary water service will be provided to the residents prior to and during construction.

Traffic Control/Detours: N/A - Detour map attached as an appendix

Depending on the locations of work which will vary, there may be some minor lane closures, but two-way traffic will be maintained at all times.

Work Status:

All of the water main lining, CCTV, chlorination, testing, and final connections have been completed. The contractor finished pouring the remainder of concrete this week. Next week, the contractor will complete the irrigation fixes and grass restoration. The contractor is on target for a late-September finish.

Project: SOUTHWEST WATER MAIN LOOP (BECK, 8 MILE & NAPIER)

Prime Contractor: TBD
Start: October 7, 2026
End: May 15, 2027
Consultant: OHM-Advisors

Description:

The 2014 Water Master Plan Update identified a large area of the southwest quadrant of the City as having low or insufficient water pressure and fire protection. Therefore, this project will expand the "Island Lake Pressure District" by providing a 'looped' water main connection between 8 Mile Road, Napier Road, 10 Mile Road, and Beck Road. The project will involve constructing approximately 16,800 feet of 12-inch ductile iron water main between 8 Mile Road and 10 Mile Road, through the ITC Sports Park, along Beck Road, and Napier Road.

Traffic Control/Detours: N/A - Detour map attached as an appendix

No detours will be necessary for this project, but will involve a moving or 'rolling' lane closure as the work progresses along the roadway. The lane closures will be protected along with flagging personnel.

Work Status:

Bids were received late last week. The consultant is currently vetting the lowest bidder. Once awarded by City Council, we will get the contractor moving on contracts, bonds, and insurance. A pre-construction meeting is tentatively scheduled for next week.

Project: MAIN STREET SIDEWALK, LIGHTING & ROAD IMPROVEMENTS (GRAND RIVER AVENUE TO NOVI ROAD)

Prime Contractor: TBD
Start: May 1, 2027
End: August 15, 2027
Consultant: AECOM-Great Lakes

Description:

In cooperation with the Corridor Improvement Authority (CIA), the City is moving forward with a plan to make significant improvements to the existing sidewalk, lighting, and road pavements on both the east/west and north/south portions of Main Street from Grand River Avenue to Novi Road.

Traffic Control/Detours: N/A - Detour map attached as an appendix

No detours will be necessary for this project, but may involve small, distinct lane closures at the specific work areas. The lane closures will be protected with traffic cones and barrels along with flagging personnel while the work is actively in progress.

Work Status:

Bids have been received and will be awarding a contract to the lowest bidder on the first Council meeting in October. Construction is slated for early spring of 2027.

Project: OLDE ORCHARD STREET (GRAND RIVER AVENUE TO 10 MILE ROAD) - CONCRETE REPLACEMENT

Prime Contractor: GM & Sons, Inc./Scodeller
Start: September 15, 2026
End: October 6, 2026
Consultant: DPW Engineering - In-House

Description:

As part of the City of Novi's annual concrete replacement maintenance contract, the contractor will be removing and replacing sections of concrete roadway throughout Olde Orchard Street from Grand River Avenue to 10 Mile Road. This work will be pursued on one-half of the street at a time. All resident and business access points interrupted during construction will be informed and maintained at all times.

Traffic Control/Detours: Pg 4 of 6 - Detour map attached as an appendix

Olde Orchard Street will be available to southbound only traffic. Northbound traffic will be detoured on 10 Mile Road to northbound Haggerty Road, westbound on Grand River Avenue, and back to Olde Orchard Street.

Work Status:

The contractor mobilized to the site on Tuesday, September 15th. The southbound half of the street is complete and the northbound half was poured and awaiting cure strength. Contractor hopes to have the roadway fully reopened by mid-next week.

Project: ITC PATHWAY AND BOARDWALK CONNECTION TO BOSCO FIELDS

Prime Contractor: L.J. Construction Company
Start: April 25, 2026
End: October 1, 2026
Consultant: AECOM-Great Lakes

Description:

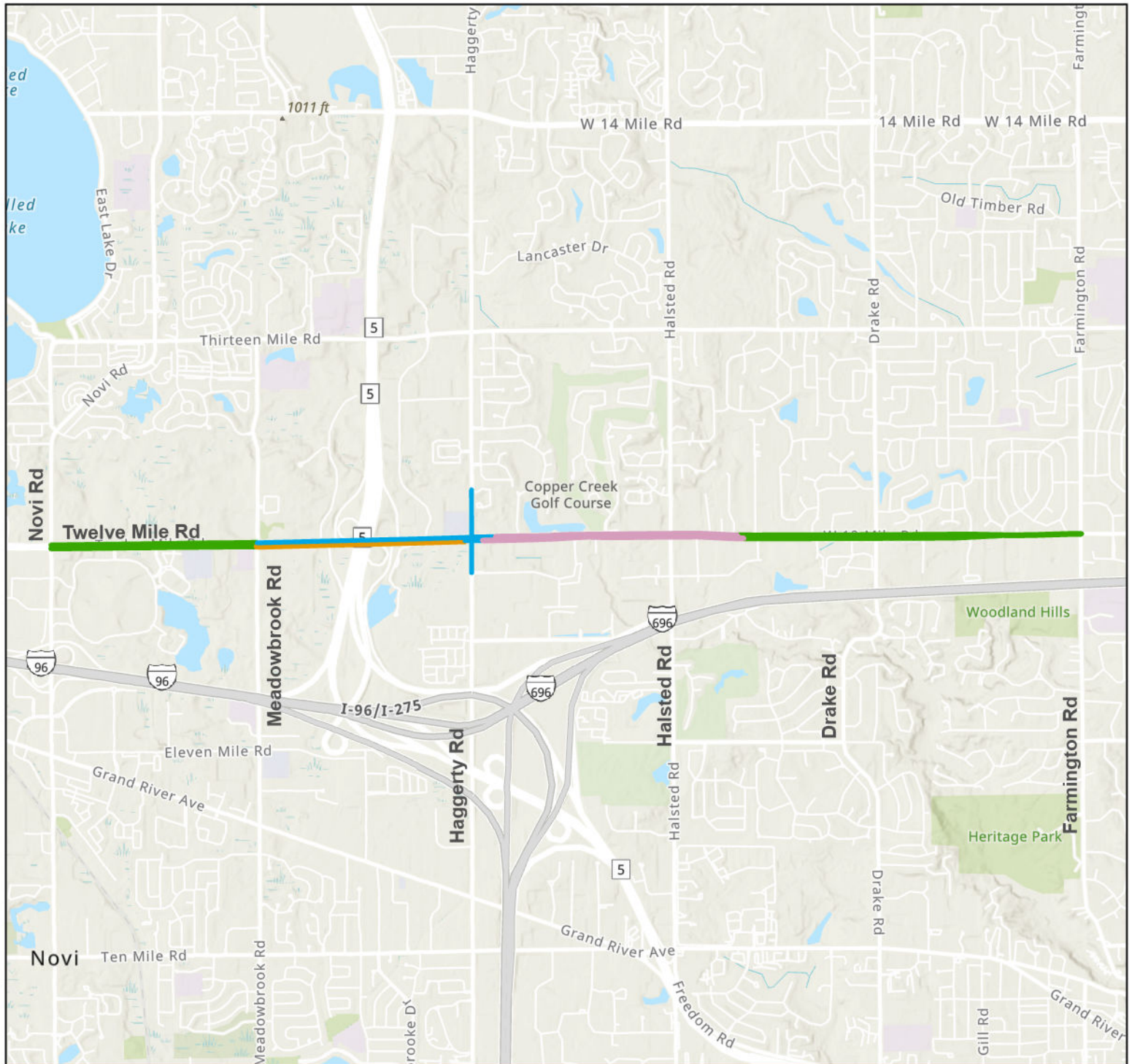
Through MDOT's Local Agency Project office and federal funding program through SEMCOG (\$230,000), the City will be constructing a pathway between the existing ITC Trail and Bosco Fields Park. Construction will involve the placement of a hot-mix asphalt shared use path from the existing ITC Trail, south of 11 Mile Road, easterly to Bosco Fields Park, connecting to Beck Road, including approximately 600 feet of a 14-foot-wide boardwalk.

Traffic Control/Detours: N/A - Detour map attached as appendix

No detours or closures will be necessary for this project. A small area of the southwestern portion of Bosco Fields will be quartered-off for staging of contractor equipment.

Work Status:

The boardwalk and asphalt pathway were completed last week. This week, the contractor will finish restoration of grade and planting grass.



Staging Plan

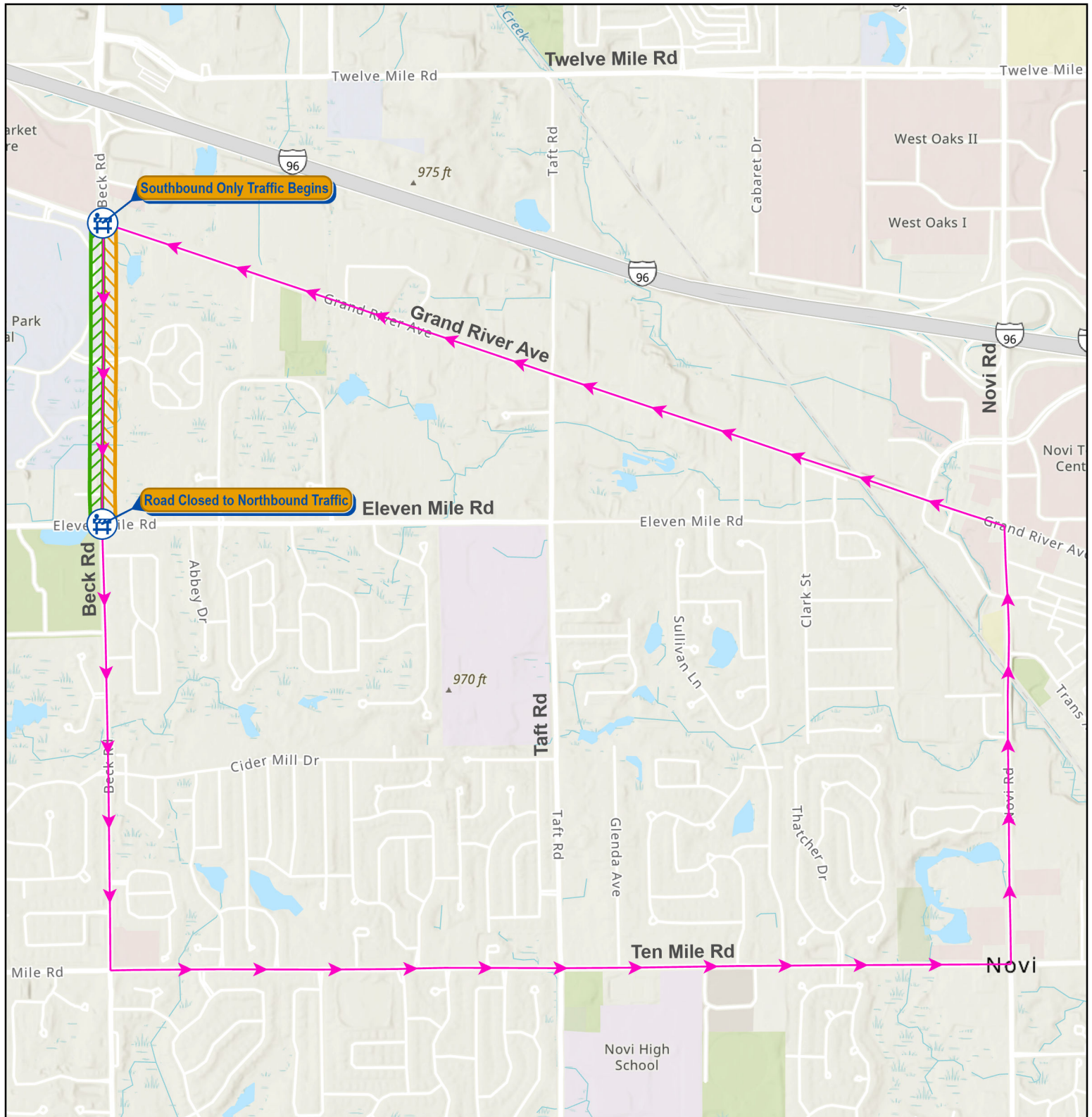
- Stage 1 (Summer 2026): Novi Rd to Meadowbrook Rd & Investment Dr to Farmington Rd
- Stage 2 (Fall 2026): Eastbound from Meadowbrook Rd to Haggerty Rd
- Stage 3 (Spring & Summer 2027): Westbound from Meadowbrook Rd to Haggerty Rd & Haggerty Rd Intersection
- Stage 4 (Fall 2027): Haggerty Rd to Investment Dr



Twelve Mile Rd Rehabilitation Novi Rd to Farmington Rd



Map Print Date: 2/24/26
Map Author: K. Blough



Beck Rd is **closed to northbound traffic** from Eleven Mile Rd to Grand River Ave for the duration of this project.

Northbound traffic should navigate around this closure using 10 Mile Rd to Novi Rd to Grand River Ave and back to Beck Rd.

-  Detour Route
-  CLOSED to Traffic
-  OPEN to Traffic

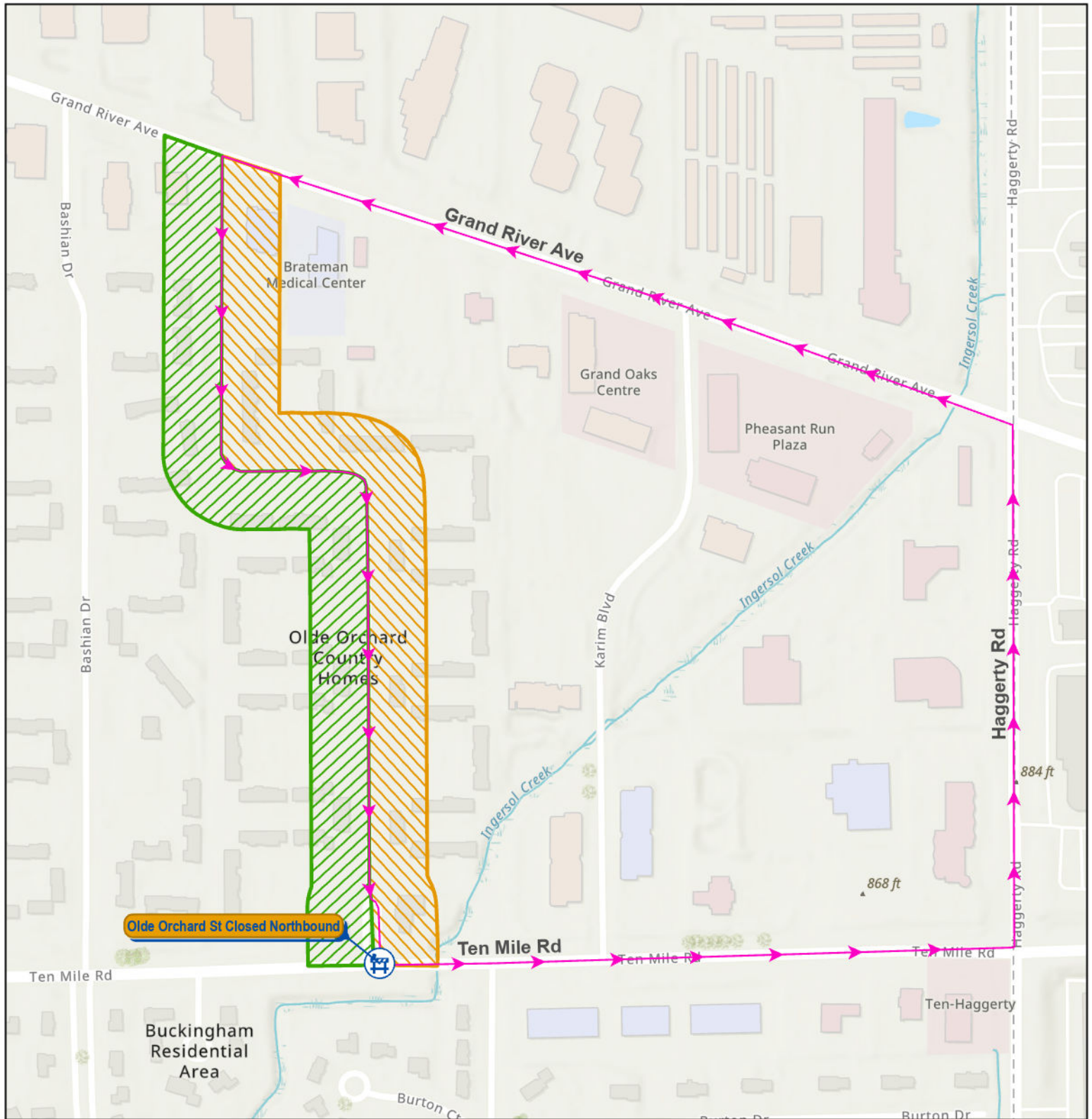


Beck Road Widening 11 Mile Rd to Grand River Ave

0 800 1,600 3,200 4,800 Feet



Map Print Date: 7/15/26
Map Author: J. Gartha



Olde Orchard St is **closed to northbound traffic** from Ten Mile Rd to Grand River Ave for the duration of this project.

Northbound traffic should navigate around this closure using 10 Mile Rd to Haggerty Rd to Grand River Ave and back to Olde Orchard St.

-  Detour Route
-  CLOSED to Traffic
-  OPEN to Traffic



Olde Orchard Panel Replacements 10 Mile Rd to Grand River Ave



Map Print Date: 9/14/26
Map Author: K. Blough

Cities With the Best Public Transit (2026)

 Updated 16 September 2026



By: [Sharon Wu, CFEI®](#) +1 more 

Mayor and Council –

I found these articles interesting, especially since the amount of investment now being poured into transit here in SE Michigan. We are not in the bottom 10, however, we are in the bottom 11.

- Victor

Most Americans just can't part with their cars. In 2024, 69.2% of workers drove solo to jobs, while only 3.7% took public transportation, according to the U.S. Census Bureau. Still, ridership is climbing. Americans took 7.7 billion public transit trips in 2024, up 24% from 2022, per the American Public Transportation Association (APTA).

If you're [planning a move](#), keep in mind that strong transit isn't only a New York or Washington, D.C., thing. Some of the best systems are in cities that might surprise you. Beyond getting you around, good transit can lighten the hit to your wallet. An APTA analysis suggested riders can save more than \$13,000 a year by swapping driving for transit.



To find the cities with the best public transit, the ConsumerAffairs Research Team analyzed the 50 largest U.S. urban areas using the latest federal data. We looked at usefulness and accessibility, affordability, and operational safety to find the cities offering the strongest overall combination of transit benefits.

KEY INSIGHTS

San Francisco-Oakland has the best public transit in the U.S., with the second-highest ridership per resident in the country, and strong operational safety.

[↓ Jump to insight](#)

New York-Jersey City-Newark ranks No. 2 for public transit. It leads the nation in ridership, but its affordability and safety scores are both outside the top 20.

[↓ Jump to insight](#)

The Western U.S. has six of the 10 best cities for public transit, the most of any region in the country.

↓ [Jump to insight](#)

Miami and Houston are among the five largest urban areas in the U.S., yet neither appears in the top 15 for public transit.

↓ [Jump to insight](#)

Among the 50 largest urban areas, Oklahoma City ranks last for public transit, with the average resident boarding transit about three times in 2024.

↓ [Jump to insight](#)

The best cities for public transportation

According to Paul Goyette, a research project manager at the University of South Florida Center for Urban Transportation Research, the best transit systems share three key traits:

- **Safety:** The system must be secure, so people feel safe using it.
- **Reliability:** Buses and trains need to run on time, with good frequency and smooth transfers between routes.
- **Customer service:** Riders should feel heard when something goes wrong, and drivers play a big part in that. “They need to be trained correctly to be able to de-escalate potential situations that can lead to elevated interactions,” Goyette said. “Drivers also need to have the mindset of being a customer service expert.”

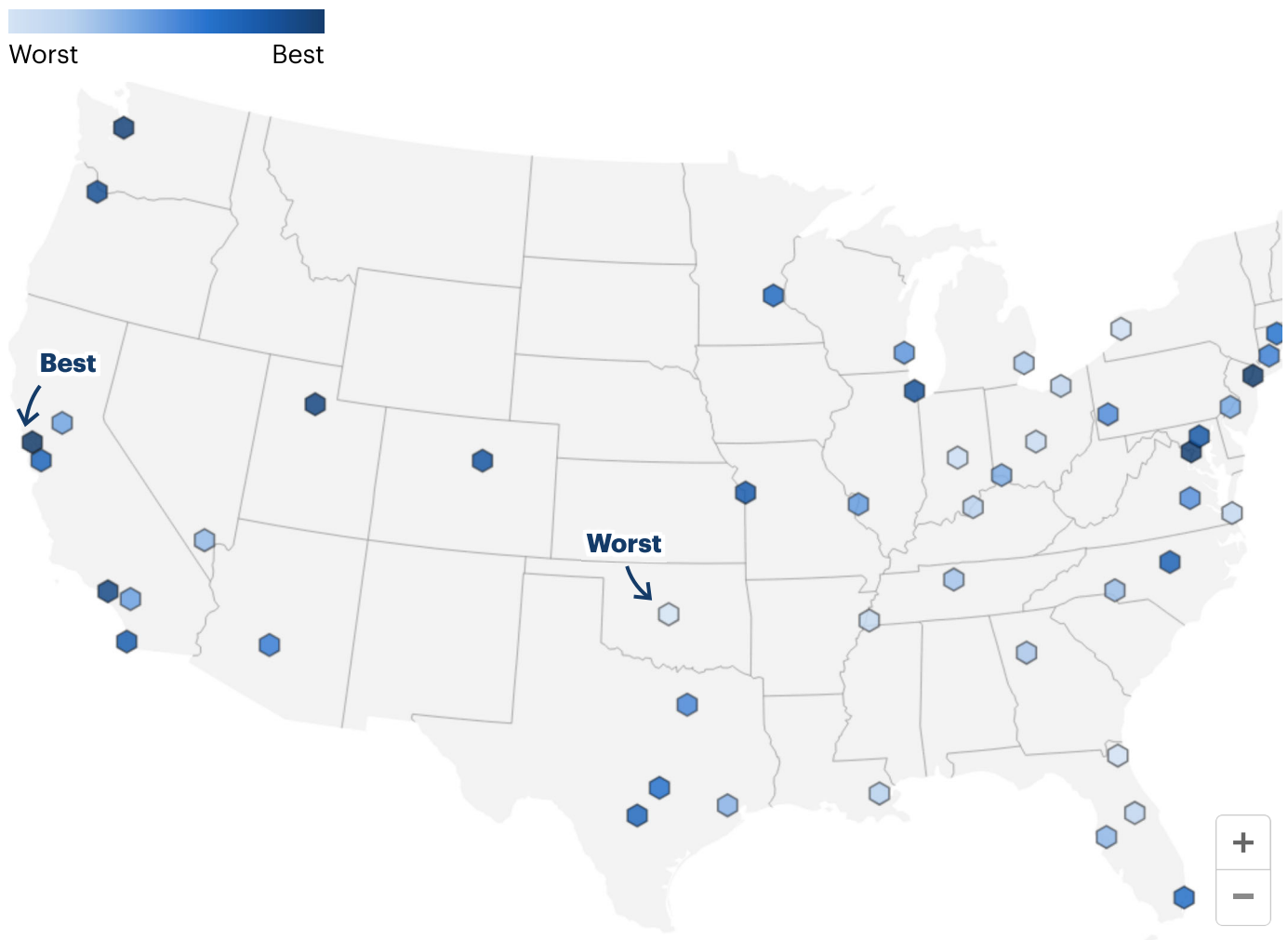
No city leads the pack in every category of our analysis. San Francisco-Oakland secures first place without the cheapest fares. New York leads the nation in ridership, yet is far from being the safest system. Raleigh, North Carolina, posts the best affordability and safety scores in the country, but ridership numbers there are low.

Four of our top five cities also rank among the [most expensive metros in the country for driving to work](#). In places where driving comes at a premium, a strong transit system is a meaningful financial alternative.

See how all 50 cities in our analysis compare below, and scroll down further to get an in-depth view of the top five:

The best and worst cities for public transit

Tap on or hover over a city for more information about its ranking.



Source: FTA, U.S. Census Bureau • [Embed](#) • [Download image](#)



1. San Francisco-Oakland, California

No single metric explains San Francisco-Oakland's No. 1 ranking. The area is second nationally for boardings per resident, with the average person living in the Bay Area boarding transit about 83 times a year, and second in passenger miles per resident, trailing only New York in both.

San Francisco-Oakland and New York diverge in accessibility: 97% of stations in San Francisco-Oakland are compliant with the Americans with Disabilities Act, compared with about half of New York's.

It's also relatively more affordable to ride mass transit in the Bay Area. Riders pay an average of \$1.63 per boarding, or about \$814 a year if you're commuting regularly. That's just over 1% of median earnings among people who commute by public transit on systems including BART and Muni.

2. New York-Jersey City-Newark, New York and New Jersey

Nowhere is public transportation more widely used than New York-Jersey City-Newark. The average resident boards transit about 186 times a year, the highest rate in the country and more than double the rate in San Francisco-Oakland. Residents also log more passenger miles per capita than in any other metro. That volume is enough to carry the region to No. 2, even though affordability and safety data aren't favorable.

Between the subway, city buses and regional commuter rail, riders can get around the five boroughs and reach New Jersey and the surrounding suburbs. Riders pay an average of \$1.73 per boarding, or about \$864 a year for a regular commuter, which comes out to 1.4% of median earnings (just 33rd least expensive).

Congestion pricing in Midtown and Lower Manhattan, which took effect in January 2025, may be partly why ridership keeps climbing, as more commuters shift away from driving downtown.

New York is also investing in new transit connections to make it easier for residents to access jobs, education and services. Michael Shamma, the New York metro executive at TYLin, a global engineering and infrastructure consulting firm, pointed to the proposed Interborough Express, a light rail line linking Brooklyn and Queens to 17 subway lines and the Long Island Rail Road, without a trip through Manhattan.

3. Washington-Arlington, D.C., Virginia and Maryland

Washington-Arlington ranks No. 3, with high scores in each of the three main broad categories we researched. The average resident boards transit about 59 times a year, third most in the U.S., and 100% of stations are ADA-compliant.

Riders pay an average of \$1.28 per boarding, or about \$638 a year for regular riders. That's about 0.9% of median earnings, which is ninth lowest in the U.S.

In the Washington-Arlington area, residents have rail and bus service across the district, Maryland and Virginia through the Metro system, which is reporting an all-time low for crime.

4. Seattle-Tacoma, Washington

Seattle-Tacoma takes the fourth spot on the strength of its usefulness and accessibility score. The average resident boards transit about 47 times a year and accounts for about 275 miles of transit travel, numbers strong enough to put the region in the top five nationally in that category.

Affordability holds it back from ranking higher. The area ranks 19th nationally, with riders paying an average of \$1.33 per boarding, or about \$663 per year, which amounts to 1.1% of median earnings. Public transit in Seattle-Tacoma is only 19th in safety.

The public transit system isn't sitting still. Sound Transit opened a light rail extension to Federal Way in December 2025 and a floating bridge across Lake Washington in March 2026, more than doubling the system's size in just a few years.

5. Salt Lake City, Utah

Salt Lake City ranks fifth mainly because of ridership volume. The average resident boards transit about 34 times annually, 10th most in the U.S., and travels 266 miles, sixth most.

Fares here are the cheapest of any city in the top five, with riders paying about 90 cents per boarding and regular transit commuters spending an estimated \$451 a year. But the area's transit riders also make less, with median earnings of \$40,738, so Salt Lake City ranks only 21st in affordability.

Riders here rely on the TRAX light rail system and FrontRunner commuter trains, and both are undergoing changes.

In August 2026, the FrontRunner 2X project, which would add double-tracking, trains and a new station, got another step closer to securing almost \$1.3 billion in federal funding. And the Utah Transit Authority is proposing an increase in the base fare from \$2.50 to \$3 in 2027, which would be the first change since 2013.

The worst cities for public transportation

Oklahoma City ranks dead last for public transit. It posts the lowest usefulness and accessibility score of any metro, with the average resident boarding transit just 3.4 times in 2024. That said, the system has a couple of things going for it. Every station is ADA-compliant, and its average fare of 62 cents per boarding is comparatively low.

A couple of other cities in the bottom 10 tell more surprising stories.

Buffalo has the highest ridership per resident of any city in the bottom 10. But its fares for someone riding five days a week eat up 3.1% of what transit commuters there earn — by far the highest share in the U.S. Memphis has a different issue. Its fares are some of the

cheapest nationally, yet the system has the highest rate of injuries and deaths from safety and security events of any city we studied.

Here are the 10 lowest-ranking cities in our analysis:

- | | |
|----------------------------|---|
| 1. Oklahoma City, Oklahoma | 6. Memphis, Tennessee, Mississippi and Arkansas |
| 2. Jacksonville, Florida | 7. Virginia Beach-Norfolk, Virginia |
| 3. Buffalo, New York | 8. Orlando, Florida |
| 4. Indianapolis, Indiana | 9. Cleveland, Ohio |
| 5. Columbus, Ohio | 10. Louisville/Jefferson County, Kentucky and Indiana |

Goyette, the research project manager at the University of South Florida, said weak public transportation systems tend to share a few root causes:

- **Agency instability:** High staff turnover and outdated training programs can wear a system down.
- **Lack of political will:** Without consistent local support and funding, even solid transit plans can stall.
- **Rider distrust:** Route reductions, safety concerns and inconsistent customer service push people away from systems they might otherwise rely on.

Still, a low ranking doesn't mean transit disappears. These systems still get people where they need to go — just with more friction than riders face in higher-ranked cities.

Comparing public transit across U.S. cities

Population size doesn't necessarily predict the quality of public transit. Miami and Houston are two of the five biggest urban areas we looked at. Yet, they land at No. 18 and No. 33 overall, respectively, trailing places a fraction of their size, like Salt Lake City and Portland, Oregon (No. 8).

New Orleans posts the highest rate of operational incidents, including collisions, derailments and fires, of any city in our analysis. Ride New Orleans, a nonprofit public transit advocacy group, points to a limited fleet size and unstable funding as ongoing challenges.

See how all 50 cities compare below:

Scroll down to see more data. Click on the column headers to sort the data.

 Search

Rank	Urban area name	Total score	Usefulness and accessibility rank	Affordability rank	Operational safety rank
1	San Francisco-Oakland, CA	78.56	2	16	7
2	New York-Jersey City-Newark, NY-NJ	77.57	1	33	23
3	Washington-Arlington, DC-VA-MD	74.82	3	9	9
4	Seattle-Tacoma, WA	70.24	4	19	19
5	Salt Lake City, UT	68.83	6	21	11
6	Los Angeles-Long Beach-Anaheim, CA	68.26	8	14	8
7	Boston, MA-NH	67.11	5	28	29
8	Portland, OR-WA	66.46	10	15	13
9	Chicago, IL-IN	64.32	7	27	31
10	Denver-Aurora, CO	63.33	12	20	12
11	Baltimore, MD	62.50	11	26	15
12	Kansas City, MO-KS	61.61	39	1	4
13	San Diego, CA	61.55	9	37	14
14	Raleigh, NC	61.54	46	1	1
15	San Jose, CA	58.26	20	5	33
16	San Antonio, TX	58.24	22	23	6
17	Minneapolis-St. Paul, MN	57.20	16	25	22
18	Miami-Fort Lauderdale, FL	56.40	15	36	18
19	Austin, TX	56.18	24	10	26
20	Hartford, CT	55.08	10	40	5

 Download data

Sources: FTA, U.S. Census Bureau

Share

Why move to a city with good public transit?

“Transit can have a huge impact on both the cost of living and someone’s everyday quality of life,” said Shamma, the New York metro executive at TYLin.

Public transit gives you flexibility, and that can add up in several ways when you’re choosing where to live:

- **Lower transportation costs:** Owning and operating a new vehicle costs an average of \$11,577 a year, according to AAA’s 2025 Your Driving Costs analysis. Reliable transit can make it realistic to drive less without giving up the ability to get where you need to go.
- **An easier commute:** Americans lost an average of 63 hours to [traffic delays](#) in 2024, the highest level ever recorded, according to the Texas A&M Transportation Institute’s Urban Mobility Report. Transit won’t fully eliminate delays, but it can give you a break from being behind the wheel.
- **Better access to daily needs:** “Living near accessible transit allows (people) to travel to critical medical appointments, food shopping, social services,” Goyette said.
- **Greater independence:** “Adults that cannot or do not want to drive for safety reasons like eyesight or other mobility issues absolutely depend on transit service,” Goyette said.
- **Quality-of-life benefits:** Living near transit is linked to more walking among older adults, according to a 2023 study in BMC Geriatrics. Residents get a built-in source of physical activity they might not otherwise have.

Before you [pursue a fresh start](#) in a specific neighborhood, ask these questions, said Goyette:

- **Does service reach the places you’ll need most?** A city can rank well overall while still leaving entire neighborhoods with spotty or no coverage.
- **How often do routes run?** A stop a block away doesn’t help much if the bus only comes once an hour.
- **Does the system feel safe, and does it meet accessibility standards?** Both affect whether you’ll actually use the system day to day.

Methodology

To determine the cities with the best public transit in the U.S., the ConsumerAffairs Research Team evaluated the 50 most populous U.S. urban areas, as defined by the U.S. Census Bureau, across three weighted categories: usefulness and accessibility, affordability, and operational safety. All metrics use 2024 data, the most recent year available.

Because this is a composite ranking, an urban area's overall position may differ from its ranking in any individual category.

The scores for each category were calculated using the following metrics:

Usefulness and accessibility (50 points)

- Public transit boardings per resident (25 points)
- Public transit passenger miles per resident (20 points)
- Share of transit stations that are compliant with the Americans with Disabilities Act (5 points)

Data comes from the Federal Transit Administration's National Transit Database and the U.S. Census Bureau.

Affordability (25 points)

- Estimated annual transit fares as a share of median earnings for public transit commuters (25 points)

Data comes from the FTA's National Transit Database and the U.S. Census Bureau.

Operational safety (25 points)

- Collisions, derailments and fires per million vehicle miles traveled in service (15 points)
- People killed or injured in major transit safety and security events per million vehicle miles traveled in service (10 points)

Data comes from the FTA's National Transit Database.

For each metric, the best-performing urban area received the maximum number of points, while all other urban areas received proportionally lower scores. We then combined the metric scores within each category and added the category scores together to calculate an overall score out of 100 points.

Additional notes:

- Urban areas are Census-defined geographies covering the continuously developed land around a city, which differs from metropolitan statistical areas. We may refer to them as cities or metro areas elsewhere in this story for readability.
- Boardings count each time a rider gets on a vehicle rather than each journey. A commute that involves transferring from a bus to a train counts as two boardings.
- Because ridership in the New York area far exceeds that of any other urban area, we applied a logarithmic transformation to two ridership metrics before scoring so a single outlier would not compress the rest of the field. This changes the spacing between scores on those two metrics while preserving the rank order within them.
- Average fare is total fare revenue divided by total boardings, so the figure reflects passes, transfers and discounts rather than posted fares. The fare calculation covers bus, rail and ferry service; we excluded vanpool, demand-response paratransit and taxi-based services, which operate under separate fare structures. To estimate annual fares, we assumed 500 boardings per year — two boardings a day, five days a week, 50 weeks — applied identically to all 50 urban areas.

Reference policy

We love it when people share our findings! If you do, please link back to our original article to credit our research.

Questions?

For questions about the data or if you'd like to set up an interview, please contact egomes@consumeraffairs.com.

Article sources

ConsumerAffairs writers primarily rely on government data, industry experts and original research from other reputable publications to inform their work. Specific sources for this article include:

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TRANSPORTATION

Indianapolis named among worst cities for public transit. What IndyGo said

**John Tufts**

Indianapolis Star

Sept. 29, 2026, 2:54 p.m. ET

New York and Jersey City reportedly have the most widely used public transportation in the country. In North Carolina, Raleigh is among the safest.

Indianapolis, according to a [recent report](#) by Consumer Affairs, is among the worst U.S. cities for both. It scored poorly for accessibility and operational safety, an analysis found, which ranked the best and worst places for public transportation.

Out of 50 major metro areas, Indianapolis ranked 47.

Consumer Affairs created its report with information from the Federal Transit Administration's [National Transit Database](#).

[IndyGo](#), the largest public transit provider in Indiana, said the data used by Consumer Affairs doesn't paint an accurate picture of what's happening currently in Marion County.

"While we are disappointed to see Indianapolis ranked so low in this report, it's important to note that it does not reflect the IndyGo of today," said Lisa Soard, director of communication for IndyGo.

Researchers examined the most recent federal data collected from 2024 to rank the 50 largest U.S. urban areas in three weighted categories for public transportation: usefulness, affordability, and safety.

"Because the analysis relies on 2024 data, it does not account for the substantial improvements we've made in recent years to expand service, enhance accessibility and strengthen operational safety," Soard said in a message to IndyStar. "We remain committed to delivering safe, reliable and accessible transportation, protecting our riders and operators, and building a strong, sustainable transit system for the future."

What U.S. cities ranked the best in public transportation?

The San Francisco-Oakland area in California had the best public transit in the U.S., according to Consumer Affairs. It had the second-highest ridership per resident in the country with the average person boarding its transit roughly 83 times a year.

The best five cities for public transportation, writes Consumer Affairs, are:

1. San Francisco-Oakland, CA.
 2. New York-Jersey City, NY-NJ
 3. Washington-Arlington, DC-VA-MD
 4. Seattle-Tacoma, WA
 5. Salt Lake City, UT
-

Why did Indy rank among the worst cities for public transportation?

Ella Gomes with Consumer Affairs explained Indianapolis' low ranking came down to low scores in both usefulness and operational safety. Researchers, Gomes said, determined Indy had the third-least useful public transit system in the U.S.

"The average Indianapolis resident boarded public transit around 4 times in all of 2024, which is the third-lowest ridership rate in the 50 largest urban areas," Gomes said in a message to IndyStar.

Story continues after photo gallery.

Researchers determined Indianapolis metro-area residents traveled around 22 miles on public transit in 2024, the 3rd-shortest distance in Consumer Affairs' report.

Compare that to Seattle-Tacoma, Washington – ranked fourth overall – where the average resident travels 275 miles on public transit in a year.

Indianapolis is also the second-worst city for operational safety, Gomes said.

In 2024, there were around 6.62 collisions, fires, or derailments for every million vehicle miles traveled in service, according to the analysis.

Gomes said around five people were reportedly killed or injured per every million vehicle miles traveled in 2024 in major safety and security events.

Is there a bright side?

Yes, on the bright side, Gomes said, Indianapolis ranks as the 13th-best state for transit affordability.

All of Indianapolis transit stops included in the Consumer Affairs report were ADA-compliant.

"Overall, Indianapolis' poor ranking mainly stems from low transit use and struggles in operational safety," Gomes said.

IndyGo contended that recent strides to Indianapolis' public transit system might improve the city's score in a future report.

"We have expanded service by more than 300,000 revenue miles, invested \$10.5 million in bus stop improvements and safety remains our top priority through ongoing operator training, preventive maintenance and a 24/7 maintenance operation," Soard said.

Indianapolis ranked among worst in public transportation. Who else scored badly?

Other nearby cities didn't fare so well either in Consumer Reports' analysis. Both Cleveland and Columbus, Ohio, ranked among the worst places for public transportation. So too did Louisville/Jefferson County in Kentucky and Indiana.

In order of worst to slightly less that worst, the 10 lowest-ranking cities are:

1. Oklahoma City, Oklahoma
2. Jacksonville, Florida
3. Buffalo, New York
4. **Indianapolis, Indiana**
5. Columbus, Ohio
6. Memphis, Tennessee, Mississippi and Arkansas
7. Virginia Beach-Norfolk, Virginia
8. Orlando, Florida
9. Cleveland, Ohio
10. Louisville/Jefferson County, Kentucky and Indiana

More information with a [full list of rankings](#) can be found online at Consumer Affairs' website.

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