

Corridor No. 1

Sr. No.	PARAMETER		
1	Name of Corridor	Vasna-Sabarmati-Naroda-Narol	
2	Length of Corridor (kms)	47.3	
3	Socio-Economic Characteristics		
a)	Total Population (2001)	1713976	
b)	Income Group and Vehicle Ownership <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>INCOME GROUPS</p> <ul style="list-style-type: none"> ■ economically weaker sections ■ Low Income Groups ■ Middle Income Groups ■ High Income Groups </div> <div style="text-align: center;"> <p>VEHICLE OWNERSHIP (H/H)</p> <ul style="list-style-type: none"> ■ No. Vehicle ■ TW+ ■ Cycle ■ Car+ </div> </div>		
c)	Employment Details (2000)	861845	
4	Traffic Generators		
a)	Extent of Industrial Areas	2	
b)	Educational	5	
c)	Public/Institutes	8	
d)	Health care	2	
e)	Public Spaces	2	
f)	Transport Terminals (Regional)	5	
g)	Transport Terminals (City)	5	
h)	Wholesale Markets	1	
i)	Stadiums	1	
j)	Heritage	1	
5	Possibility of Exclusive Bus Lanes	96.4%	
	Possibility of Bicycle Lanes	96.4%	
6	Bottlenecks		
a)	Total Number of Major Junctions	52	
	Major Junction Density	1.53	
	Total Junction Density	0.91	
b)	No. of Level Crossings	1	
c)	Underpass	1	
d)	Existing and Proposed Flyovers	9	
7	Trips and Traffic Characteristics		
a)	Mode wise trip details		
	Mode	Total Trips Generated	Total Trips > 4kms along the corridor
	Bicycle	330892 (27%)	43251 (3.5%)
	2-wheeler	459337 (37%)	62591 (5.1%)
	Autorickshaw	149855 (12%)	22407 (1.8%)
	Car	23339 (2%)	
	Bus	285360 (23%)	

	Total	1225444	128249
b)	Average Trip Length along the Corridor		4.04
c)	Total Bus Trips along the Corridor		45889
d)	Potential shift from other modes		28135
e)	Estimated Demand for BRTS		74024

Corridor No.2

Sr. No.	PARAMETER	
1	Name of Corridor	Vasna-Sabarmati
2	Length of Corridor (kms)	15
3	Socio-Economic Characteristics	
a)	Total Population (2001)	379303
b)	Income Group and Vehicle Ownership 	
c)	Employment Details	94339
4	Traffic Generators	
a)	Extent of Industrial Areas	1
b)	Educational	3
c)	Public/Institutes	0
d)	Health care	2
e)	Public Spaces	0
f)	Transport Terminals (Regional)	2
g)	Transport Terminals (City)	3
h)	Wholesale Markets	1
i)	Stadiums	0
j)	Heritage	1
5	Possibility of Exclusive Bus Lanes	100%
	Possibility of Bicycle Lanes	100%
6	Junction Details	
	Descriptions	Details
a)	Total Number of Major Junctions	24
	Major Junction Density	1.00
	Total Junction Density	0.63
b)	No. of Level Crossings	0
c)	Existing and Proposed Flyovers	5
d)	Underpass	1
7	Trips and Traffic Characteristics	
a)	Total Number of Trips Generating from Corridor	359737
	Mode	Total Trips Generated
	Bicycle	84745
	2-wheeler	165817
	Autorickshaw	34992
		Total Trips > 4kms along the corridor
		14635
		27943
		6760

	Car	11134	
	Bus	74182	
	Total	359737	49338
b)	Average Trip Length along the Corridor		3.6
c)	Total Bus Trips along the Corridor		47476
d)	Estimated Demand for BRTS		67523

Corridor No.3

Sr. No.	PARAMETER																						
1	Name of Corridor		Naroda-Narol																				
2	Length of Corridor (kms)		18																				
3	Socio-Economic Characteristics																						
a)	Total Population (2001)		807015																				
b)	Income Group and Vehicle Ownership																						
	<p>Income Groups</p> <table border="1"> <tr> <th>Income Group</th> <th>Percentage</th> </tr> <tr> <td>economically weaker sections</td> <td>27%</td> </tr> <tr> <td>Low Income Group</td> <td>42%</td> </tr> <tr> <td>Middle Income Group</td> <td>22%</td> </tr> <tr> <td>High Income Group</td> <td>9%</td> </tr> </table> <p>VEHICLE OWNERSHIP (HH)</p> <table border="1"> <tr> <th>Vehicle Type</th> <th>Percentage</th> </tr> <tr> <td>No. Vehicle</td> <td>41%</td> </tr> <tr> <td>TW+</td> <td>35%</td> </tr> <tr> <td>Cycle</td> <td>22%</td> </tr> <tr> <td>Car+</td> <td>2%</td> </tr> </table>			Income Group	Percentage	economically weaker sections	27%	Low Income Group	42%	Middle Income Group	22%	High Income Group	9%	Vehicle Type	Percentage	No. Vehicle	41%	TW+	35%	Cycle	22%	Car+	2%
Income Group	Percentage																						
economically weaker sections	27%																						
Low Income Group	42%																						
Middle Income Group	22%																						
High Income Group	9%																						
Vehicle Type	Percentage																						
No. Vehicle	41%																						
TW+	35%																						
Cycle	22%																						
Car+	2%																						
c)	Employment Details		314748																				
4	Traffic Generators																						
a)	Extent of Industrial Areas		3																				
b)	Educational		1																				
c)	Public/Institutes		2																				
d)	Health care		0																				
e)	Public Spaces		1																				
f)	Transport Terminals (Regional)		2																				
g)	Transport Terminals (City)		2																				
h)	Wholesale Markets		0																				
i)	Stadiums		0																				
j)	Heritage		0																				
5	Possibility of Exclusive Bus Lanes		100%																				
	Possibility of Bicycle Lanes		100%																				
6	Junction Details																						
	Descriptions		Details																				
a)	Total Number of Major Junctions		22																				
	Major Junction Density		1.64																				
	Total Junction Density		0.82																				
b)	No. of Level Crossings		1																				
c)	Existing and Proposed Flyovers		5																				
d)	Underpass		0																				
7	Trips and Traffic Characteristics																						
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor																				
	Bicycle	213981	15528																				
	2-wheeler	255758	12504																				
	Autorickshaw	94527	9546																				
	Car	9821																					

	Bus	188500	
	Total	752166	
b)	Average Trip Length along the Corridor		4.3
c)	Total Bus Trips along the Corridor		31584
d)	Estimated Demand for BRTS		46541

Corridor No.4A

Sr. No.	PARAMETER		
1	Name of Corridor		Thaltej-Kalupur
2	Length of Corridor (kms)		9.1
3	Socio-Economic Characteristics		
a)	Total Population (2001)		319187
b)	Income Group and Vehicle Ownership <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>INCOME GROUPS</p> <ul style="list-style-type: none"> ■ economically weaker sections ■ Low Income Groups ■ Middle Income Groups ■ High Income Groups </div> <div style="text-align: center;"> <p>VEHICLE OWNERSHIP (H/H)</p> <ul style="list-style-type: none"> ■ No. Vehicle ■ TW+ ■ Cycle ■ Car+ </div> </div>		
c)	Employment Details		188966
4	Traffic Generators		
a)	Extent of Industrial Areas		2
b)	Educational		7
c)	Public/Institutes		0
d)	Health care		2
e)	Public Spaces		0
f)	Transport Terminals (Regional)		1
g)	Transport Terminals (City)		2
h)	Wholesale Markets		1
i)	Stadiums		1
j)	Heritage		1
5	Possibility of Exclusive Bus Lanes		67.5%
	Possibility of Bicycle Lanes		67.5%
6	Junction Details		
	Descriptions		Details
a)	Total Number of Major Junctions		17
	Major Junction Density		13
	Total Junction Density		0.54
b)	No. of Level Crossings		0
c)	Existing and Proposed Flyovers		2
d)	Underpass		1
7	Trips and Traffic Characteristics		
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor
	Bicycle	58600	5432
	2-wheeler	95861	15733
	Autorickshaw	22733	3623
	Car	10436	

	Bus	46701	
	Total	223895	24778
b)	Average Trip Length along the Corridor		3.67
c)	Total Bus Trips along the Corridor		25897
d)	Estimated Demand for BRTS		37112

Corridor No.4B

Sr. No.	PARAMETER		
1	Name of Corridor		Sattadhar-Kalupur
2	Length of Corridor (kms)		9.55
3	Socio-Economic Characteristics		
a)	Total Population (2001)		327888
b)	Income Group and Vehicle Ownership <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>INCOME GROUPS</p> <ul style="list-style-type: none"> ■ economically weaker sections ■ Low Income Groups ■ Middle Income Groups ■ High Income Groups </div> <div style="text-align: center;"> <p>VEHICLE OWNERSHIP (H/H)</p> <ul style="list-style-type: none"> ■ No. Vehicle ■ TW+ ■ Cycle ■ Car+ </div> </div>		
c)	Employment Details		252639
4	Traffic Generators		
a)	Extent of Industrial Areas		2
b)	Educational		4
c)	Public/Institutes		2
d)	Health care		0
e)	Public Spaces		1
f)	Transport Terminals (Regional)		1
g)	Transport Terminals (City)		2
h)	Wholesale Markets		1
i)	Stadiums		1
j)	Heritage		1
5	Possibility of Exclusive Bus Lanes		82.6%
	Possibility of Bicycle Lanes		82.6%
6	Junction Details		
	Descriptions		Details
a)	Total Number of Major Junctions		17
	Major Junction Density		0.68
	Total Junction Density		0.56
b)	No. of Level Crossings		1
c)	Existing and Proposed Flyovers		1
d)	Underpass		1
7	Trips and Traffic Characteristics		
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor
	Bicycle	95072	6782
	2-wheeler	148808	16763
	Autorickshaw	33731	3490
	Car	10392	

	Bus	81063	
	Total	358674	28620
b)	Average Trip Length along the Corridor		3.9
c)	Total Bus Trips along the Corridor		28620
d)	Estimated Demand for BRTS		40994

Corridor No.5

Sr. No.	PARAMETER		
1	Name of Corridor		Ghatlodia-Vadaj
2	Length of Corridor (kms)		4.92
3	Socio-Economic Characteristics		
a)	Total Population (2001)		309360
b)	Income Group and Vehicle Ownership 		
c)	Employment Details		64709
4	Traffic Generators		
a)	Extent of Industrial Areas		0
b)	Educational		0
c)	Public/Institutes		0
d)	Health care		0
e)	Public Spaces		0
f)	Transport Terminals (Regional)		0
g)	Transport Terminals (City)		2
h)	Wholesale Markets		0
i)	Stadiums		0
j)	Heritage		0
5	Possibility of Exclusive Bus Lanes		78.9%
	Possibility of Bicycle Lanes		78.9%
6	Junction Details		
	Descriptions		Details
a)	Total Number of Major Junctions		10
	Major Junction Density		0.82
	Total Junction Density		0.49
b)	No. of Level Crossings		1
c)	Existing and Proposed Flyovers		1
d)	Underpass		0
7	Trips and Traffic Characteristics		
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor
	Bicycle	52647	2926
	2-wheeler	135962	5174
	Autorickshaw	25860	302
	Car	6609	
	Bus	60544	

	Total	275013	8402
b)	Average Trip Length along the Corridor		2.17
c)	Total Bus Trips along the Corridor		12438
d)	Estimated Demand for BRTS		15352

Corridor No.6

Sr. No.	PARAMETER																						
1	Name of Corridor		Sabarmati-Sarkhej via. Ashram Rd.																				
2	Length of Corridor (kms)		17.63																				
3	Socio-Economic Characteristics																						
a)	Total Population (2001)		433826																				
b)	Income Group and Vehicle Ownership																						
	<p>INCOME GROUPS</p> <table border="1"> <tr><th>Income Group</th><th>Percentage</th></tr> <tr><td>economically weaker sections</td><td>14%</td></tr> <tr><td>Low Income Groups</td><td>34%</td></tr> <tr><td>Middle Income Groups</td><td>37%</td></tr> <tr><td>High Income Groups</td><td>15%</td></tr> </table> <p>VEHICLE OWNERSHIP (H/H)</p> <table border="1"> <tr><th>Vehicle Type</th><th>Percentage</th></tr> <tr><td>No. Vehicle</td><td>49%</td></tr> <tr><td>TW+</td><td>28%</td></tr> <tr><td>Cycle</td><td>8%</td></tr> <tr><td>Car+</td><td>15%</td></tr> </table>			Income Group	Percentage	economically weaker sections	14%	Low Income Groups	34%	Middle Income Groups	37%	High Income Groups	15%	Vehicle Type	Percentage	No. Vehicle	49%	TW+	28%	Cycle	8%	Car+	15%
Income Group	Percentage																						
economically weaker sections	14%																						
Low Income Groups	34%																						
Middle Income Groups	37%																						
High Income Groups	15%																						
Vehicle Type	Percentage																						
No. Vehicle	49%																						
TW+	28%																						
Cycle	8%																						
Car+	15%																						
c)	Employment Details		189064																				
4	Traffic Generators																						
a)	Extent of Industrial Areas		1																				
b)	Educational		5																				
c)	Public/Institutes		2																				
d)	Health care		1																				
e)	Public Spaces		0																				
f)	Transport Terminals (Regional)		2																				
g)	Transport Terminals (City)		2																				
h)	Wholesale Markets		0																				
i)	Stadiums		1																				
j)	Heritage		2																				
5	Possibility of Exclusive Bus Lanes		97.5%																				
	Possibility of Bicycle Lanes		97.5%																				
6	Junction Details																						
	Descriptions		Details																				
a)	Total Number of Major Junctions		25																				
	Major Junction Density		0.93																				
	Total Junction Density		0.71																				
b)	No. of Level Crossings		1																				
c)	Existing and Proposed Flyovers		2																				
d)	Underpass		0																				
7	Trips and Traffic Characteristics																						
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor																				
	Bicycle	84689	7922																				
	2-wheeler	147327	13977																				
	Autorickshaw	41051	3939																				

	Car	7360	
	Bus	81033	
	Total	354100	25838
b)	Average Trip Length along the Corridor		4.61
c)	Total Bus Trips along the Corridor		32239
d)	Estimated Demand for BRTS		39052

Corridor No.7

Sr. No.	PARAMETER																						
1	Name of Corridor		ISKON-Kalupur																				
2	Length of Corridor (kms)		11.09																				
3	Socio-Economic Characteristics																						
a)	Total Population (2001)		316087																				
b)	Income Group and Vehicle Ownership																						
	<p>INCOME GROUPS</p> <table border="1"> <tr><th>Group</th><th>Percentage</th></tr> <tr><td>economically weaker sections</td><td>23%</td></tr> <tr><td>Low Income Groups</td><td>38%</td></tr> <tr><td>Middle Income Groups</td><td>24%</td></tr> <tr><td>High Income Groups</td><td>15%</td></tr> </table> <p>VEHICLE OWNERSHIP (H/H)</p> <table border="1"> <tr><th>Category</th><th>Percentage</th></tr> <tr><td>No. Vehicle</td><td>47%</td></tr> <tr><td>TW+</td><td>27%</td></tr> <tr><td>Cycle</td><td>9%</td></tr> <tr><td>Car+</td><td>17%</td></tr> </table>			Group	Percentage	economically weaker sections	23%	Low Income Groups	38%	Middle Income Groups	24%	High Income Groups	15%	Category	Percentage	No. Vehicle	47%	TW+	27%	Cycle	9%	Car+	17%
Group	Percentage																						
economically weaker sections	23%																						
Low Income Groups	38%																						
Middle Income Groups	24%																						
High Income Groups	15%																						
Category	Percentage																						
No. Vehicle	47%																						
TW+	27%																						
Cycle	9%																						
Car+	17%																						
c)	Employment Details		250834																				
4	Traffic Generators																						
a)	Extent of Industrial Areas		1																				
b)	Educational		3																				
c)	Public/Institutes		4																				
d)	Health care		1																				
e)	Public Spaces		3																				
f)	Transport Terminals (Regional)		2																				
g)	Transport Terminals (City)		2																				
h)	Wholesale Markets		1																				
i)	Stadiums		0																				
j)	Heritage		1																				
5	Possibility of Exclusive Bus Lanes		94.2%																				
	Possibility of Bicycle Lanes		94.2%																				
6	Junction Details																						
	Descriptions		Details																				
a)	Total Number of Major Junctions		21																				
	Major Junction Density		0.65																				
	Total Junction Density		0.53																				
b)	No. of Level Crossings		0																				
c)	Existing and Proposed Flyovers		2																				
d)	Underpass		1																				
7	Trips and Traffic Characteristics																						
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor																				
	Bicycle	63898	4698																				
	2-wheeler	121406	26218																				
	Autorickshaw	35141	4350																				
	Car	9968																					

	Bus	54260	
	Total	274705	35266
b)	Average Trip Length along the Corridor		3.85
c)	Total Bus Trips along the Corridor		31173
d)	Estimated Demand for BRTS		46982

Corridor No.8

Sr. No.	PARAMETER																						
1	Name of Corridor		ST-Narol-Lambha																				
2	Length of Corridor (kms)		8.44																				
3	Socio-Economic Characteristics																						
a)	Total Population (2001)		281244																				
b)	Income Group and Vehicle Ownership																						
	<p>INCOME GROUPS</p> <table border="1"> <tr><th>Income Group</th><th>Percentage</th></tr> <tr><td>economically weaker sections</td><td>36%</td></tr> <tr><td>Low Income Groups</td><td>17%</td></tr> <tr><td>Middle Income Groups</td><td>41%</td></tr> <tr><td>High Income Groups</td><td>6%</td></tr> </table> <p>VEHICLE OWNERSHIP (H/H)</p> <table border="1"> <tr><th>Vehicle Type</th><th>Percentage</th></tr> <tr><td>No. Vehicle</td><td>39%</td></tr> <tr><td>TW+</td><td>2%</td></tr> <tr><td>Cycle</td><td>20%</td></tr> <tr><td>Car+</td><td>39%</td></tr> </table>			Income Group	Percentage	economically weaker sections	36%	Low Income Groups	17%	Middle Income Groups	41%	High Income Groups	6%	Vehicle Type	Percentage	No. Vehicle	39%	TW+	2%	Cycle	20%	Car+	39%
Income Group	Percentage																						
economically weaker sections	36%																						
Low Income Groups	17%																						
Middle Income Groups	41%																						
High Income Groups	6%																						
Vehicle Type	Percentage																						
No. Vehicle	39%																						
TW+	2%																						
Cycle	20%																						
Car+	39%																						
c)	Employment Details		101888																				
4	Traffic Generators																						
a)	Extent of Industrial Areas		5																				
b)	Educational		0																				
c)	Public/Institutes		0																				
d)	Health care		0																				
e)	Public Spaces		0																				
f)	Transport Terminals (Regional)		3																				
g)	Transport Terminals (City)		0																				
h)	Wholesale Markets		0																				
i)	Stadiums		0																				
j)	Heritage		0																				
5	Possibility of Exclusive Bus Lanes		68.2%																				
	Possibility of Bicycle Lanes		68.2%																				
6	Junction Details																						
	Descriptions		Details																				
a)	Total Number of Major Junctions		14																				
	Major Junction Density		1.21																				
	Total Junction Density		0.60																				
b)	No. of Level Crossings		0																				
c)	Existing and Proposed Flyovers		0																				
d)	Underpass		0																				
7	Trips and Traffic Characteristics																						
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor																				
	Bicycle	50955	5279																				
	2-wheeler	45096	3179																				
	Autorickshaw	25256	2421																				
	Car	442																					

	Bus	41093	
	Total	162339	10876
b)	Average Trip Length along the Corridor		4.9
c)	Total Bus Trips along the Corridor		13826
d)	Estimated Demand for BRTS		17151

Corridor No.9

Sr. No.	PARAMETER																						
1	Name of Corridor		ST-Jasodanagar Crossroad-Hathijan																				
2	Length of Corridor (kms)		12.81																				
3	Socio-Economic Characteristics																						
a)	Total Population (2001)		466781																				
b)	Income Group and Vehicle Ownership																						
	<p>INCOME GROUPS</p> <table border="1"> <tr><th>Group</th><th>Percentage</th></tr> <tr><td>economically weaker sections</td><td>41%</td></tr> <tr><td>Low Income Groups</td><td>16%</td></tr> <tr><td>Middle Income Groups</td><td>3%</td></tr> <tr><td>High Income Groups</td><td>40%</td></tr> </table> <p>VEHICLE OWNERSHIP (H/H)</p> <table border="1"> <tr><th>Category</th><th>Percentage</th></tr> <tr><td>No. Vehicle</td><td>50%</td></tr> <tr><td>TW+</td><td>29%</td></tr> <tr><td>Cycle</td><td>19%</td></tr> <tr><td>Car+</td><td>2%</td></tr> </table>			Group	Percentage	economically weaker sections	41%	Low Income Groups	16%	Middle Income Groups	3%	High Income Groups	40%	Category	Percentage	No. Vehicle	50%	TW+	29%	Cycle	19%	Car+	2%
Group	Percentage																						
economically weaker sections	41%																						
Low Income Groups	16%																						
Middle Income Groups	3%																						
High Income Groups	40%																						
Category	Percentage																						
No. Vehicle	50%																						
TW+	29%																						
Cycle	19%																						
Car+	2%																						
c)	Employment Details		169590																				
4	Traffic Generators																						
a)	Extent of Industrial Areas		3																				
b)	Educational		0																				
c)	Public/Institutes		0																				
d)	Health care		0																				
e)	Public Spaces		0																				
f)	Transport Terminals (Regional)		2																				
g)	Transport Terminals (City)		0																				
h)	Wholesale Markets		0																				
i)	Stadiums		0																				
j)	Heritage		0																				
5	Possibility of Exclusive Bus Lanes		83.2%																				
	Possibility of Bicycle Lanes		83.2%																				
6	Junction Details																						
	Descriptions		Details																				
a)	Total Number of Major Junctions		15																				
	Major Junction Density		1.28																				
	Total Junction Density		0.85																				
b)	No. of Level Crossings		1																				
c)	Existing and Proposed Flyovers		0																				
d)	Underpass		0																				
7	Trips and Traffic Characteristics																						
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor																				
	Bicycle	127282	7692																				
	2-wheeler	57252	5716																				

	Autorickshaw	34614	3416
	Car	837	
	Bus	67577	
	Total	286725	16899
b)	Average Trip Length along the Corridor		5.41
c)	Total Bus Trips along the Corridor		17309
d)	Estimated Demand for BRTS		25535

Corridor No.10

Sr. No.	PARAMETER																						
1	Name of Corridor		Kalupur-Odhav																				
2	Length of Corridor (kms)		9.49																				
3	Socio-Economic Characteristics																						
a)	Total Population (2001)		364771																				
b)	Income Group and Vehicle Ownership																						
	<p>INCOME GROUPS</p> <table border="1"> <tr> <th>Category</th> <th>Percentage</th> </tr> <tr> <td>economically weaker sections</td> <td>42%</td> </tr> <tr> <td>Low Income Groups</td> <td>4%</td> </tr> <tr> <td>Middle Income Groups</td> <td>3%</td> </tr> <tr> <td>High Income Groups</td> <td>4%</td> </tr> </table> <p>VEHICLE OWNERSHIP (H/H)</p> <table border="1"> <tr> <th>Category</th> <th>Percentage</th> </tr> <tr> <td>No. Vehicle</td> <td>48%</td> </tr> <tr> <td>TW+</td> <td>27%</td> </tr> <tr> <td>Cycle</td> <td>24%</td> </tr> <tr> <td>Car+</td> <td>1%</td> </tr> </table>			Category	Percentage	economically weaker sections	42%	Low Income Groups	4%	Middle Income Groups	3%	High Income Groups	4%	Category	Percentage	No. Vehicle	48%	TW+	27%	Cycle	24%	Car+	1%
Category	Percentage																						
economically weaker sections	42%																						
Low Income Groups	4%																						
Middle Income Groups	3%																						
High Income Groups	4%																						
Category	Percentage																						
No. Vehicle	48%																						
TW+	27%																						
Cycle	24%																						
Car+	1%																						
c)	Employment Details		194457																				
4	Traffic Generators																						
a)	Extent of Industrial Areas		4																				
b)	Educational		0																				
c)	Public/Institutes		0																				
d)	Health care		1																				
e)	Public Spaces		0																				
f)	Transport Terminals (Regional)		1																				
g)	Transport Terminals (City)		2																				
h)	Wholesale Markets		1																				
i)	Stadiums		1																				
j)	Heritage		1																				
5	Possibility of Exclusive Bus Lanes		100%																				
	Possibility of Bicycle Lanes		100%																				
6	Junction Details																						
	Descriptions		Details																				
a)	Total Number of Major Junctions		10																				
	Major Junction Density		1.36																				
	Total Junction Density		0.95																				
b)	No. of Level Crossings		0																				
c)	Existing and Proposed Flyovers		1																				
d)	Underpass		0																				
7	Trips and Traffic Characteristics																						
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor																				
	Bicycle	88118	9634																				
	2-wheeler	46872	5332																				
	Autorickshaw	31989	1399																				

	Car	888	
	Bus	44045	
	Total	211024	16365
b)	Average Trip Length along the Corridor		4.03
c)	Total Bus Trips along the Corridor		16253
d)	Estimated Demand for BRTS		22422

Corridor No.11

Sr. No.	PARAMETER																						
1	Name of Corridor		Kalupur-Naroda																				
2	Length of Corridor (kms)		10.29																				
3	Socio-Economic Characteristics																						
a)	Total Population (2001)		676590																				
b)	Income Group and Vehicle Ownership																						
	<p>INCOME GROUPS</p> <table border="1"> <tr> <th>Group</th> <th>Percentage</th> </tr> <tr> <td>economically weaker sections</td> <td>45%</td> </tr> <tr> <td>Low Income Groups</td> <td>35%</td> </tr> <tr> <td>Middle Income Groups</td> <td>17%</td> </tr> <tr> <td>High Income Groups</td> <td>2%</td> </tr> </table> <p>VEHICLE OWNERSHIP (H/H)</p> <table border="1"> <tr> <th>Category</th> <th>Percentage</th> </tr> <tr> <td>No. Vehicle</td> <td>48%</td> </tr> <tr> <td>TW+</td> <td>28%</td> </tr> <tr> <td>Cycle</td> <td>22%</td> </tr> <tr> <td>Car+</td> <td>2%</td> </tr> </table>			Group	Percentage	economically weaker sections	45%	Low Income Groups	35%	Middle Income Groups	17%	High Income Groups	2%	Category	Percentage	No. Vehicle	48%	TW+	28%	Cycle	22%	Car+	2%
Group	Percentage																						
economically weaker sections	45%																						
Low Income Groups	35%																						
Middle Income Groups	17%																						
High Income Groups	2%																						
Category	Percentage																						
No. Vehicle	48%																						
TW+	28%																						
Cycle	22%																						
Car+	2%																						
c)	Employment Details		262239																				
4	Traffic Generators																						
a)	Extent of Industrial Areas		3																				
b)	Educational		0																				
c)	Public/Institutes		1																				
d)	Health care		1																				
e)	Public Spaces		0																				
f)	Transport Terminals (Regional)		2																				
g)	Transport Terminals (City)		2																				
h)	Wholesale Markets		1																				
i)	Stadiums		0																				
j)	Heritage		1																				
5	Possibility of Exclusive Bus Lanes		100%																				
	Possibility of Bicycle Lanes		100%																				
6	Junction Details																						
	Descriptions		Details																				
a)	Total Number of Major Junctions		8																				
	Major Junction Density		2.57																				
	Total Junction Density		1.29																				
b)	No. of Level Crossings		0																				
c)	Existing and Proposed Flyovers		1																				
d)	Underpass		0																				
7	Trips and Traffic Characteristics																						
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor																				
	Bicycle	120801	13440																				
	2-wheeler	69214	7440																				
	Autorickshaw	42786	5131																				

	Car	2913	
	Bus	74018	
	Total	306819	26011
b)	Average Trip Length along the Corridor		5.09
c)	Total Bus Trips along the Corridor		20955
d)	Estimated Demand for BRTS		30899

Corridor No.12

Sr. No.	PARAMETER																						
1	Name of Corridor		Thaltej-Narol-Lambha																				
2	Length of Corridor (kms)		17.15																				
3	Socio-Economic Characteristics																						
a)	Total Population (2001)		496002																				
b)	Income Group and Vehicle Ownership																						
	<p>INCOME GROUPS</p> <table border="1"> <tr><th>Group</th><th>Percentage</th></tr> <tr><td>economically weaker sections</td><td>21%</td></tr> <tr><td>Low Income Groups</td><td>33%</td></tr> <tr><td>Middle Income Groups</td><td>27%</td></tr> <tr><td>High Income Groups</td><td>19%</td></tr> </table> <p>VEHICLE OWNERSHIP (H/H)</p> <table border="1"> <tr><th>Category</th><th>Percentage</th></tr> <tr><td>No. Vehicle</td><td>53%</td></tr> <tr><td>TW+</td><td>14%</td></tr> <tr><td>Cycle</td><td>12%</td></tr> <tr><td>Car+</td><td>21%</td></tr> </table>			Group	Percentage	economically weaker sections	21%	Low Income Groups	33%	Middle Income Groups	27%	High Income Groups	19%	Category	Percentage	No. Vehicle	53%	TW+	14%	Cycle	12%	Car+	21%
Group	Percentage																						
economically weaker sections	21%																						
Low Income Groups	33%																						
Middle Income Groups	27%																						
High Income Groups	19%																						
Category	Percentage																						
No. Vehicle	53%																						
TW+	14%																						
Cycle	12%																						
Car+	21%																						
c)	Employment Details		197650																				
4	Traffic Generators																						
a)	Extent of Industrial Areas		3																				
b)	Educational		6																				
c)	Public/Institutes		0																				
d)	Health care		2																				
e)	Public Spaces		0																				
f)	Transport Terminals (Regional)		2																				
g)	Transport Terminals (City)		1																				
h)	Wholesale Markets		0																				
i)	Stadiums		1																				
j)	Heritage		0																				
5	Possibility of Exclusive Bus Lanes		100%																				
	Possibility of Bicycle Lanes		100%																				
6	Junction Details																						
	Descriptions		Details																				
a)	Total Number of Major Junctions		27																				
	Major Junction Density		1.23																				
	Total Junction Density		0.64																				
b)	No. of Level Crossings		0																				
c)	Existing and Proposed Flyovers		3																				
d)	Underpass		0																				
7	Trips and Traffic Characteristics																						
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor																				
	Bicycle	80125	8953																				
	2-wheeler	216092	25023																				
	Autorickshaw	60869	8264																				

	Car	24076	
	Bus	74342	
	Total	431434	42240
b)	Average Trip Length along the Corridor		4.06
c)	Total Bus Trips along the Corridor		45166
d)	Estimated Demand for BRTS		61472

Corridor No.13

Sr. No.	PARAMETER		
1	Name of Corridor		Sarkhej-Gota
2	Length of Corridor (kms)		12.45
3	Socio-Economic Characteristics		
a)	Total Population (2001)		248150
b)	Income Group and Vehicle Ownership <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>INCOME GROUPS</p> <ul style="list-style-type: none"> ■ economically weaker sections ■ Low Income Groups ■ Middle Income Groups ■ High Income Groups </div> <div style="text-align: center;"> <p>VEHICLE OWNERSHIP (H/H)</p> <ul style="list-style-type: none"> ■ No. Vehicle ■ TW+ ■ Cycle ■ Car+ </div> </div>		
c)	Employment Details		79110
4	Traffic Generators		
a)	Extent of Industrial Areas		0
b)	Educational		0
c)	Public/Institutes		1
d)	Health care		0
e)	Public Spaces		3
f)	Transport Terminals (Regional)		0
g)	Transport Terminals (City)		0
h)	Wholesale Markets		0
i)	Stadiums		0
j)	Heritage		1
5	Possibility of Exclusive Bus Lanes		100%
	Possibility of Bicycle Lanes		100%
6	Junction Details		
	Descriptions		Details
a)	Total Number of Major Junctions		12
	Major Junction Density		1.78
	Total Junction Density		1.04
b)	No. of Level Crossings		0
c)	Existing and Proposed Flyovers		3
d)	Underpass		0
7	Trips and Traffic Characteristics		
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor
	Bicycle	45876	3806
	2-wheeler	132125	7571
	Autorickshaw	26125	4333

	Car	18611	
	Bus	64203	
	Total	268328	15710
b)	Average Trip Length along the Corridor		2.77
c)	Total Bus Trips along the Corridor		21370
d)	Estimated Demand for BRTS		27769

Corridor No.14

Sr. No.	PARAMETER																						
1	Name of Corridor		Paldi-ST																				
2	Length of Corridor (kms)		3.25																				
3	Socio-Economic Characteristics																						
a)	Total Population (2001)		225777																				
b)	Income Group and Vehicle Ownership																						
	<p>INCOME GROUPS</p> <table border="1"> <tr><th>Group</th><th>Percentage</th></tr> <tr><td>economically weaker sections</td><td>37%</td></tr> <tr><td>Low Income Groups</td><td>37%</td></tr> <tr><td>Middle Income Groups</td><td>20%</td></tr> <tr><td>High Income Groups</td><td>6%</td></tr> </table> <p>VEHICLE OWNERSHIP (H/H)</p> <table border="1"> <tr><th>Category</th><th>Percentage</th></tr> <tr><td>No. Vehicle</td><td>38%</td></tr> <tr><td>TW+</td><td>25%</td></tr> <tr><td>Cycle</td><td>31%</td></tr> <tr><td>Car+</td><td>6%</td></tr> </table>			Group	Percentage	economically weaker sections	37%	Low Income Groups	37%	Middle Income Groups	20%	High Income Groups	6%	Category	Percentage	No. Vehicle	38%	TW+	25%	Cycle	31%	Car+	6%
Group	Percentage																						
economically weaker sections	37%																						
Low Income Groups	37%																						
Middle Income Groups	20%																						
High Income Groups	6%																						
Category	Percentage																						
No. Vehicle	38%																						
TW+	25%																						
Cycle	31%																						
Car+	6%																						
c)	Employment Details		148736																				
4	Traffic Generators																						
a)	Extent of Industrial Areas		0																				
b)	Educational		1																				
c)	Public/Institutes		0																				
d)	Health care		0																				
e)	Public Spaces		0																				
f)	Transport Terminals (Regional)		1																				
g)	Transport Terminals (City)		2																				
h)	Wholesale Markets		1																				
i)	Stadiums		0																				
j)	Heritage																						
5	Possibility of Exclusive Bus Lanes		100.1%																				
	Possibility of Bicycle Lanes		100.1%																				
6	Junction Details																						
	Descriptions		Details																				
a)	Total Number of Major Junctions		5																				
	Major Junction Density		0.65																				
	Total Junction Density		0.65																				
b)	No. of Level Crossings		0																				
c)	Existing and Proposed Flyovers		0																				
d)	Underpass		0																				
7	Trips and Traffic Characteristics																						
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor																				
	Bicycle	47040	1936																				
	2-wheeler	46000	624																				
	Autorickshaw	27384	1295																				

	Car	2067	
	Bus	33843	
	Total	154267	3855
b)	Average Trip Length along the Corridor		1.96
c)	Total Bus Trips along the Corridor		7712
d)	Estimated Demand for BRTS		8878

Corridor No.15

Sr. No.	PARAMETER		
1	Name of Corridor		ISKON-Vasna via. Nehru nagar
2	Length of Corridor (kms)		6.35
3	Socio-Economic Characteristics		
a)	Total Population (2001)		274616
b)	Income Group and Vehicle Ownership		
	<p>The first pie chart illustrates the income distribution of the population. It is divided into four categories: economically weaker sections (17%), Low Income Group (30%), Middle Income Group (18%), and High Income Group (35%). The second pie chart shows the mode of transport used by the population. The categories are: No. Vehicle (21%), TW+ (57%), Cycle (12%), and Car+ (10%).</p>		
c)	Employment Details		158580
4	Traffic Generators		
a)	Extent of Industrial Areas		0
b)	Educational		0
c)	Public/Institutes		1
d)	Health care		0
e)	Public Spaces		0
f)	Transport Terminals (Regional)		0
g)	Transport Terminals (City)		1
h)	Wholesale Markets		0
i)	Stadiums		0
j)	Heritage		0
5	Possibility of Exclusive Bus Lanes		100.1%
	Possibility of Bicycle Lanes		100.1%
6	Junction Details		
	Descriptions		Details
a)	Total Number of Major Junctions		9
	Major Junction Density		1.06
	Total Junction Density		0.71
b)	No. of Level Crossings		0
c)	Existing and Proposed Flyovers		3
d)	Underpass		0
7	Trips and Traffic Characteristics		
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor
	Bicycle	53785	4678
	2-wheeler	142259	11560
	Autorickshaw	33850	3881

	Car	11709	
	Bus	49049	
	Total	278943	20119
b)	Average Trip Length along the Corridor		3
c)	Total Bus Trips along the Corridor		20398
d)	Estimated Demand for BRTS		27985

Corridor No.16

Sr. No.	PARAMETER		
1	Name of Corridor		Sabarmati-Kalupur
2	Length of Corridor (kms)		8.98
3	Socio-Economic Characteristics		
a)	Total Population (2001)		325595
b)	Income Group and Vehicle Ownership		
	<p>The first pie chart illustrates the income distribution of the population. The largest segment is the Low Income Group at 44%, followed by economically weaker sections at 34%, Middle Income Group at 19%, and High Income Group at 3%.</p> <p>The second pie chart shows the mode of transport used. The most common mode is 'No. Vehicle' at 43%, followed by 'TW+' (Two-wheelers and above) at 34%, 'Cycle' at 20%, and 'Car+' at 3%.</p>		
c)	Employment Details		124204
4	Traffic Generators		
a)	Extent of Industrial Areas		2
b)	Educational		0
c)	Public/Institutes		0
d)	Health care		0
e)	Public Spaces		1
f)	Transport Terminals (Regional)		3
g)	Transport Terminals (City)		1
h)	Wholesale Markets		1
i)	Stadiums		1
j)	Heritage		1
5	Possibility of Exclusive Bus Lanes		82.4%
	Possibility of Bicycle Lanes		82.4%
6	Junction Details		
	Descriptions		Details
a)	Total Number of Major Junctions		14
	Major Junction Density		0.75
	Total Junction Density		0.64
b)	No. of Level Crossings		0
c)	Existing and Proposed Flyovers		1
d)	Underpass		0
7	Trips and Traffic Characteristics		
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor
	Bicycle	74733	6764
	2-wheeler	70569	13346

	Autorickshaw	17823	3080
	Car	4208	
	Bus	54047	
	Total	216632	23190
b)	Average Trip Length along the Corridor		4.71
c)	Total Bus Trips along the Corridor		21291
d)	Estimated Demand for BRTS		31233

Corridor No.17

Sr. No.	PARAMETER																		
1	Name of Corridor		Vadaj-Gota																
2	Length of Corridor (kms)		5.75																
3	Socio-Economic Characteristics																		
a)	Total Population (2001)		324333																
b)	Income Group and Vehicle Ownership																		
	<p>Income Groups</p> <table border="1"> <tr> <td>economically weaker sections</td> <td>26%</td> </tr> <tr> <td>Middle Income Group</td> <td>10%</td> </tr> <tr> <td>Low Income Group</td> <td>45%</td> </tr> <tr> <td>High Income Group</td> <td>19%</td> </tr> </table> <p>VEHICLE OWNERSHIP (HH)</p> <table border="1"> <tr> <td>No. Vehicle</td> <td>28%</td> </tr> <tr> <td>TW+</td> <td>52%</td> </tr> <tr> <td>Cycle</td> <td>7%</td> </tr> <tr> <td>Car+</td> <td>13%</td> </tr> </table>			economically weaker sections	26%	Middle Income Group	10%	Low Income Group	45%	High Income Group	19%	No. Vehicle	28%	TW+	52%	Cycle	7%	Car+	13%
economically weaker sections	26%																		
Middle Income Group	10%																		
Low Income Group	45%																		
High Income Group	19%																		
No. Vehicle	28%																		
TW+	52%																		
Cycle	7%																		
Car+	13%																		
c)	Employment Details		69931																
4	Traffic Generators																		
a)	Extent of Industrial Areas		0																
b)	Educational		0																
c)	Public/Institutes		0																
d)	Health care		0																
e)	Public Spaces		0																
f)	Transport Terminals (Regional)		1																
g)	Transport Terminals (City)		1																
h)	Wholesale Markets		0																
i)	Stadiums		0																
j)	Heritage		0																
5	Possibility of Exclusive Bus Lanes		100%																
	Possibility of Bicycle Lanes		80%																
6	Junction Details																		
	Descriptions		Details																
a)	Total Number of Major Junctions																		
	Major Junction Density		0.75																
	Total Junction Density																		
b)	No. of Level Crossings		-																
c)	Existing and Proposed Flyovers		-																
d)	Underpass		-																
7	Trips and Traffic Characteristics																		
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor																
	Bicycle	75622	5522																
	2-wheeler	133914	7557																
	Autorickshaw	25011	567																

	Car	6334	
	Bus	83164	
	Total	324044	13646
b)	Average Trip Length along the Corridor		4
c)	Total Bus Trips along the Corridor		17939
d)	Estimated Demand for BRTS		22540

Corridor No.18

Sr. No.	PARAMETER																		
1	Name of Corridor		Shivranjani-Kalupur via. Shreyas New Bridge, ST																
2	Length of Corridor (kms)		11.57																
3	Socio-Economic Characteristics																		
a)	Total Population (2001)		408688																
b)	Income Group and Vehicle Ownership																		
	<p>Income Groups</p> <table border="1"> <tr> <td>economically weaker sections</td> <td>26%</td> </tr> <tr> <td>Low Income Group</td> <td>37%</td> </tr> <tr> <td>Middle Income Group</td> <td>22%</td> </tr> <tr> <td>High Income Group</td> <td>15%</td> </tr> </table> <p>VEHICLE OWNERSHIP (H/H)</p> <table border="1"> <tr> <td>No. Vehicle</td> <td>48%</td> </tr> <tr> <td>TW+</td> <td>17%</td> </tr> <tr> <td>Cycle</td> <td>9%</td> </tr> <tr> <td>Car+</td> <td>26%</td> </tr> </table>			economically weaker sections	26%	Low Income Group	37%	Middle Income Group	22%	High Income Group	15%	No. Vehicle	48%	TW+	17%	Cycle	9%	Car+	26%
economically weaker sections	26%																		
Low Income Group	37%																		
Middle Income Group	22%																		
High Income Group	15%																		
No. Vehicle	48%																		
TW+	17%																		
Cycle	9%																		
Car+	26%																		
c)	Employment Details		125483																
4	Traffic Generators																		
a)	Extent of Industrial Areas		2																
b)	Educational		1																
c)	Public/Institutes		0																
d)	Health care		0																
e)	Public Spaces		0																
f)	Transport Terminals (Regional)		3																
g)	Transport Terminals (City)		2																
h)	Wholesale Markets		1																
i)	Stadiums		0																
j)	Heritage		0																
5	Possibility of Exclusive Bus Lanes		100%																
	Possibility of Bicycle Lanes		100%																
6	Junction Details																		
	Descriptions		Details																
a)	Total Number of Major Junctions		18																
	Major Junction Density		0.89																
	Total Junction Density		0.64																
b)	No. of Level Crossings		0																
c)	Existing and Proposed Flyovers		2																
d)	Underpass		0																
7	Trips and Traffic Characteristics																		
a)	Mode	Total Trips Generated	Total Trips > 4kms along the corridor																
	Bicycle	80656	7160																
	2-wheeler	161420	17968																
	Autorickshaw	55134	5566																

	Car	10823	
	Bus	78997	
	Total	387029	30694
b)	Average Trip Length along the Corridor		5
c)	Total Bus Trips along the Corridor		31716
d)	Estimated Demand for BRTS		44383