

The Division Street Bus Rapid Transit (BRT) project will convert the existing Route 25 to BRT service, with new stations and roadway modifications that will provide faster, safer, and more reliable bus service. This summary highlights the features and opportunities relevant to future BRT stations.

**This station will...**



Connect to bike-friendly facilities, such as a potential future bike lane on Hastings Road and shared use path north of Hastings along Division



Approximately 23% of households within a 0.25 mile walkshed of the project area are considered very low income

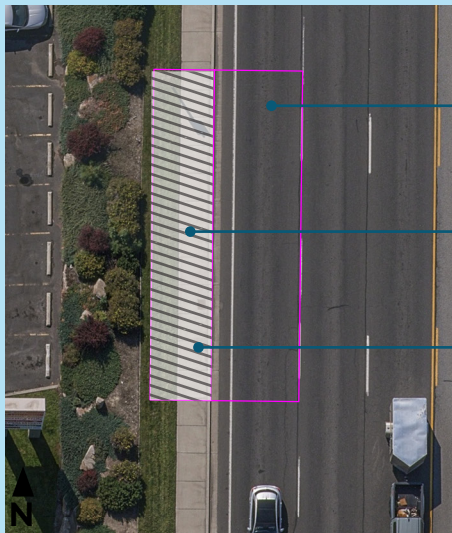


Support existing employment activity near the station, as well as potential future residential, employment, and ridership growth



Improve frequency of access to nearby destinations such as Hastings Park and Ride, Wandermere Mall, Fred Meyer, and other eateries, retail, and services

**Station Features**

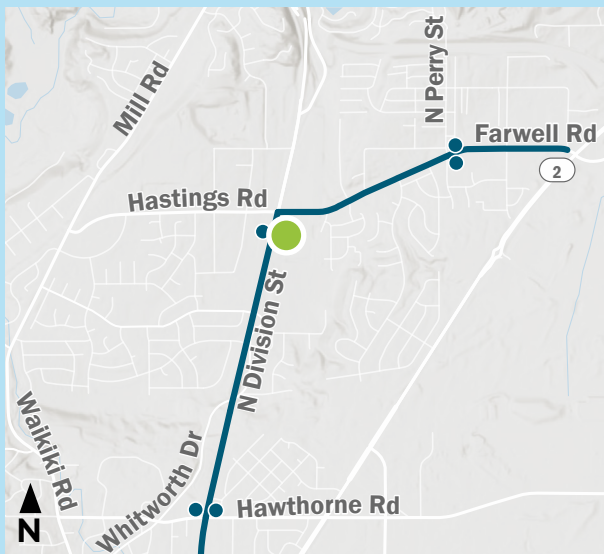


- In-lane bus pad
- Existing sidewalk integrated into the station design
- 11' x 60' bus platform

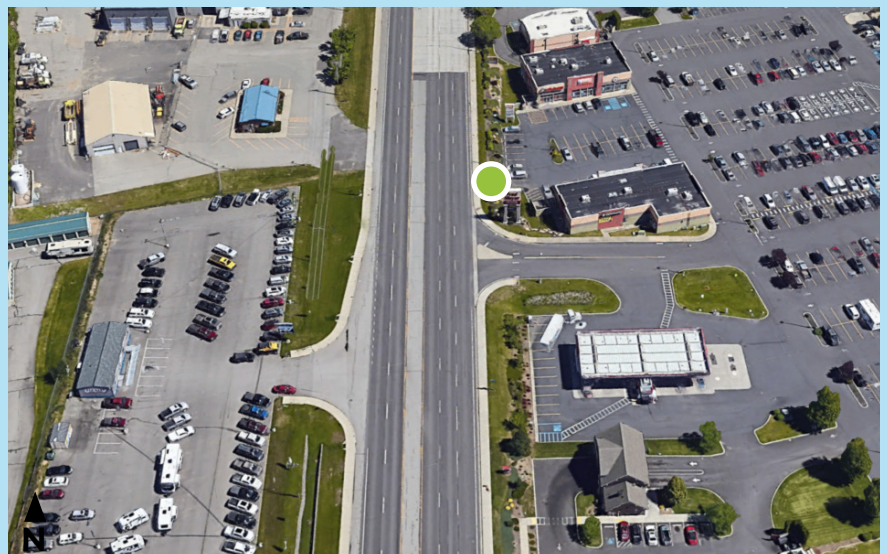
*Draft station drawing - design in progress*



*Street view of the station location, looking north (Google Street View)*



*Division BRT alignment, Hawthorne Rd to Farwell Rd*



*Aerial view of Division at Hastings - corridor rendering design in progress*

For more information, visit [www.spokanetransit.com/divisionbrt](http://www.spokanetransit.com/divisionbrt) or email [divisionbrt@spokanetransit.com](mailto:divisionbrt@spokanetransit.com)