I-5 ROSE QUARTER
IMPROVEMENT PROJECT

What is Hybrid 3?

Independent Cover Assessment

In summer 2021 the I-5 Rose Quarter Improvement Project's advisory committees and community members took part in a series of collaborative workshops that explored the highway covers' potential. This was known as the Independent Cover Assessment. These sessions explored potential opportunities for economic development in the Albina community and led to the creation of six highway cover design concepts.

Through this process, it became clear that a win-win solution was needed to maximize developable space on the highway covers and opportunities for the Black community to grow wealth through business ownership opportunities and long-term career prospects.

Governor's Meetings

To better understand the elements and perspectives related to a highway cover recommendation, Governor Kate Brown recently convened a series of conversations as part of an ongoing commitment to bring community voices to the table – lifting those of the Black community. The goal was to build off previous work done through the Independent Cover Assessment process to identify innovative win-win solutions for delivering a project everyone can be proud of.

The "Hybrid 3" highway cover option emerged, checking many of the boxes on the list of community needs and priorities. On September 9, 2021 the Oregon Transportation Commission approved the Historic Albina Advisory Board's endorsement of the Hybrid 3 highway cover option.

Hybrid 3: Changes & Benefits

Hybrid 3 differs from the current design concept in three main ways. First, it maintains the connection of Flint Avenue and reconnects Hancock Street across Flint and Vancouver Avenues (rather than connecting just Hancock and Dixon Street). Second, it relocates the I-5 South off-ramp at Broadway farther south to Wheeler Avenue. Finally, the City of Portland's Green Loop connection for pedestrians and bicycles is on Broadway and Weidler Streets, rather than through a separate off-street bridge. Hybrid 3 could:

- Maximize developable land
- Reconnect the local street grid
- Reduce exposure to noise and pollution
- Preserve needed improvements to increase safety and traffic flow on the highway
- Support neighborhood connectivity community access and walkability
- Create a more vibrant street environment
- Provide opportunities for 3-story housing businesses, and community spaces
- Avoid impacts to historic properties and community redevelopment sites
- Minimize construction delay

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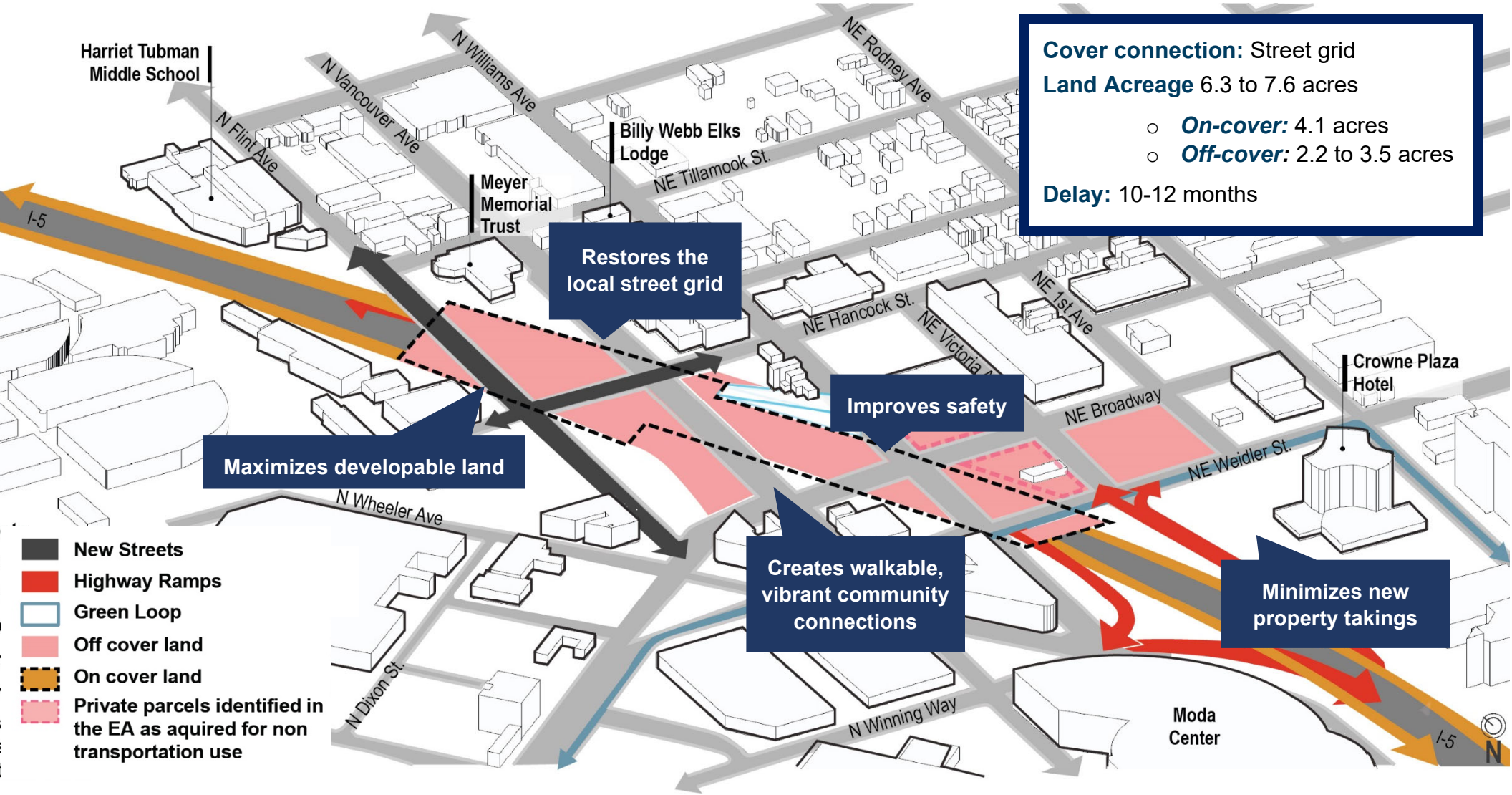
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Overview of Hybrid 3



Cover connection: Street grid

Land Acreage 6.3 to 7.6 acres

- ***On-cover:*** 4.1 acres
- ***Off-cover:*** 2.2 to 3.5 acres

Delay: 10-12 months