

Garrett

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press release from OSF.

According to OSF, Garrett will arrive in Ashland in early April to prepare for the 2020 season, and this season she will direct "How to Catch Creation," which opens in OSF's Thomas Theatre on July 23.

"I have known Nataki Garrett for 17 years and have closely followed and admired her career. She is a rigorous and thrilling artist; a thoughtful, confident leader; and big thinker," said Rauch in OSF's press statement. "Nataki's historic appointment, as an African American woman running one of the largest-budget theaters in the United States, is a direct expression of OSF's decades-long commitment to helping create a more equitable field."

Garrett most recently served as acting artistic director for the Denver Center for the Performing Arts. During her tenure, she initiated and negotiated the first co-



PHOTO BY BILL GREENEN

Nataki Garrett will become the sixth director of the Oregon Shakespeare Festival in August 2019.

den Jacobs-Jenkins, including "Everybody" at California Shakespeare Theater and "An Octoroon" at Woolly Mammoth Theatre Company. Garrett also directed the first professional production of Jacobs-Jenkins' acclaimed play "Neighbors" at the Matrix Theatre Company in Los Angeles. Garrett's production received five Ovation Award nominations — including Best Production.

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world premieres in 10 years for two DCPA-commissioned plays — "The Great Leap" with Seattle Repertory Theatre and "American Mariachi" with The Old Globe.

As the former associate dean and the co-head of the undergraduate acting program at California Institute of the Arts (CalArts) School of Theater, Garrett has been hailed as a champion of new work as well as an experienced, savvy arts administrator. At CalArts, Garrett managed a \$10 million budget and oversaw all operations of conservatory training.

Garrett's has produced more than 150 main-stage, black box, developmental projects, plays, co-productions and touring productions. She is responsible for producing the world premieres of "Book of Will" by Lauren Gunderson, "Two Degrees" by Tira Palmquist, "Zoe's Perfect Wedding" by Matthew Lopez, "The Great Leap" by Lauren Yee, and "American Mariachi" by José Cruz González. She also directed the world premiere of "Pussy Valley" by Katori Hall, the U.S. premiere of "Jefferson's Garden" by Timberlake Wertenbaker, and "BLKS" by Aziza Barnes.

Garrett has collaborated frequently with MacArthur Award-winning playwright Bran-

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PHOTO BY JERRY FOSTER

PCRI Ribbon Cutting

On March 7, Portland Community Reinvestment Initiatives celebrated the grand opening of the Williams Townhomes (5250 North Williams Avenue), the latest successful development created in accordance with PCRI's visionary Pathway 1000 initiative. The four new 2-bedroom and 3-bedroom townhomes were built by a Black-owned construction firm, Dennis Harris of Albina Construction and designed by Brett Schultz Architects. This project is part of the Pathway 1000 Implementation Plan, which outlines the goal of bringing 1000 displaced low-income families back into N/NE Portland over the next 10 years through affordable homeownership and rental housing. Pictured here are Maxine Fitzpatrick, PCRI (left); Yvette Davis, PCRI; Matt Mylet, Beneficial Bank; Dennis Harris, Albina Construction; Jodi Dubyoski, Brett Schulz Architect; Linda Tellis-Kennedy, PCRI; and Andrea Debnam, PCRI.

PBOT

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Northeast 9th Avenue will become a neighborhood greenway — defined by PBOT planner Nick Falbo as a "safe, calm street for walking and biking" with shared lane markings (sometimes called "sharrows") on the street, extra marking at intersections to aid bike and pedestrian intersections and traffic diverters at high-traffic intersections.

And Northeast 7th — previously considered for development as a greenway — will undergo a series of improvements to make the route safer: safer crossings at intersections near schools and areas with high levels of pedestrian activity and enhanced crossing markers at some intersections. The agency will also add speed bumps to slow traffic at certain locations, including Albina Head Start and King Elementary School.

Falbo said PBOT plans to remove some of the roundabouts on 7th in the Irvington neighborhood — which were intended to slow traffic but create pinch points instead — and will add bike lanes on some sections of the street, including a lane connecting Tillamook to Weidler. Also under consideration: bike lane markers on sections of the street where cyclists are climbing a hill and therefore moving more slowly, so they can safely move out of the way of cars as they ride.

Eventually, the route will extend to southeast Portland via the Sullivan's Crossing Bridge, a bridge that will cross Sullivan's Gulch and be open to bicycles, pedestrians and emergency vehicles. It's set to begin construction in 2020.

The new plan, PBOT officials said, is largely the result of community feedback, particularly from the Black community. Falbo said the initial results of outreach efforts — including a February 2018 open house at King Elementary School and an online open house early last year — showed support for a Northeast 7th Avenue greenway.

"The outreach process and the work that Nick and the planning team has done on this has really led to a great sort of resolution and, essentially, a bigger win than we would have ever gotten from choosing one street over the other. And it's really the re-

“It's really the result of all the wonderful feedback that we've gotten from the Black community, from neighborhood associations — from everyone

sult of all the wonderful feedback that we've gotten from the Black community, from neighborhood associations — from everyone. Without having that participation, I don't think this project would have been as well thought out without that feedback," Schaffer said.

Falbo noted that Northeast 7th sees an unusually high level of bike traffic, probably due to its proximity to Martin Luther King Jr. Blvd., and that's why PBOT is still pursuing changes on the street that would better accommodate cycling. But, he said, Northeast 9th Avenue better meets the criteria for a neighborhood greenway: it's parallel to a major thoroughfare, provides access to a lot of amenities and sees a relatively low volume of traffic (1000 or fewer cars per day).

But as The Skanner reported last August, outreach efforts were slow in reaching households of color, and some members of the Black community were critical of making Northeast 7th a neighborhood greenway due to the high volume of car traffic on the street. The agency subsequently convened focus groups with institutions like SEI — which draws Black families from around the metropolitan area to Northeast Portland for services — as well as the SOUL District Business Alliance, the Portland Community Reinvestment Initiative.

"I think PBOT has addressed community concerns," said Ron Herndon, director of Albina Head Start, which is headquartered at Northeast 7th and Fremont, who previously expressed concern that a bike lane would make it difficult for families dropping

children off at the facility. "They listened to those concerns with a degree of seriousness that is uncommonly rare with city, county and state governmental institutions."

The transportation advocacy group The Street Trust, in a statement submitted to The Skanner, also expressed support for the Northeast 9th Avenue greenway, and praised PBOT for reaching out to communities of color.

"Martin Luther King Elementary School, Albina Head Start, and Northeast Community Fellowship Church are all located on NE 7th Avenue and persist in serving people of color even as massive economic displacement has changed the demographics of the surrounding neighborhood," wrote Jillian Detweiler, executive director of The Street Trust. "Understood through this lens, a street design intended to limit automobile access would symbolize the City's intention to further exclude people of color from neighborhoods that less than 20 years ago had concentrations of African American households."

Detweiler added that a 9th Avenue greenway "can deliver the low-car experience needed to make a variety of cyclists feel comfortable without disrupting access to institutions serving people of color."

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