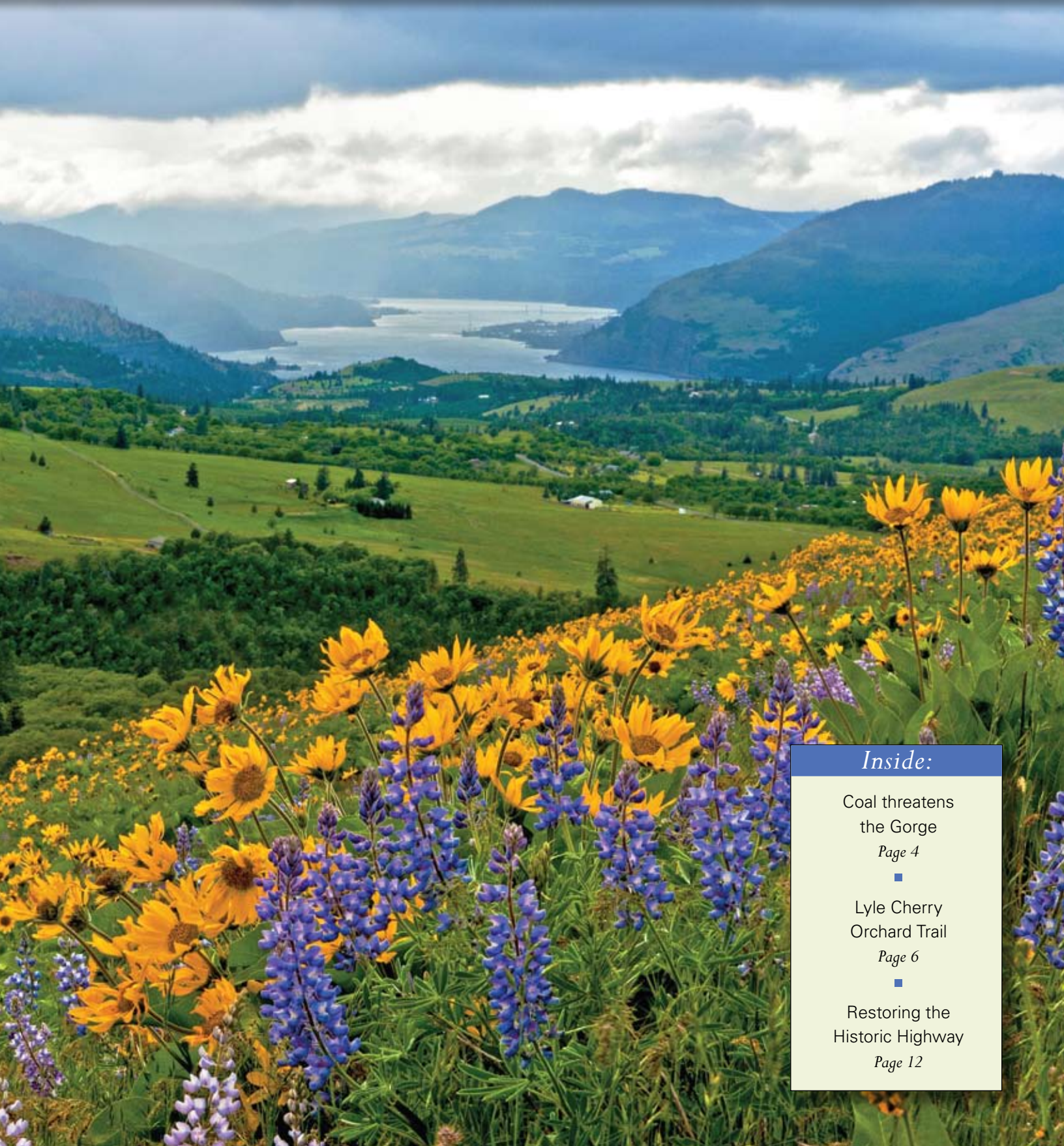


Friends of the Columbia Gorge

Protecting the Gorge Since 1980

Spring 2012 Newsletter



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Friends of the Columbia Gorge

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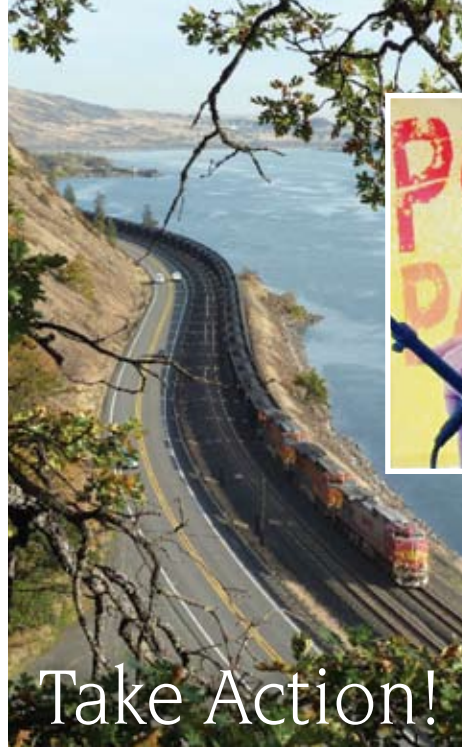
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Link to us on Twitter and Facebook
from our website: www.gorgefriends.org



Open coal train. Photo: Tracy Aue

Photo: © Chris Carvalho / lensjoy.com



On May 7, Robert F. Kennedy Jr. addressed a rally at Portland's Pioneer Square,

urging people of the Northwest to fight coal exports. "Opening up Oregon and Washington to coal trafficking is insane," said Kennedy. "Coal is the dirtiest fuel on earth and our nation is counting on the Pacific Northwest to do the right thing."

The Gorge: Northwest Coal Corridor?

Coal companies are seeking to transport coal from the Powder River Basin in Wyoming and Montana through the Columbia Gorge, to six export facilities in the Pacific Northwest for shipping to Asian markets.

The plans to export up to 146 million tons of coal every year would require more than fifty additional coal trains, each one and a half miles long, plus four additional coal-carrying barges passing through the Gorge each day. Locomotive diesel emissions and coal dust would significantly increase air pollution problems in the Gorge, and

exporting millions of tons of coal would worsen climate change worldwide.

Right now, the key permitting agencies are just a few weeks away from issuing the first permits necessary to allow a coal terminal to be sited in the Pacific Northwest, without conducting a public environmental review process.

Help protect our national scenic treasure! To write a letter to decision makers urging them to oppose coal export trains through the Columbia Gorge, visit www.gorgefriends.org and click "Protect the Gorge," then "Current Actions." ■

Citizen Action Makes the Difference!

Your action to protect Gorge air quality is crucial to our success. Visit our website today to oppose this coal export plan. Follow the "Protect the Gorge" link to write a letter to stop coal trains in the Gorge. www.gorgefriends.org

Oregon

Sen. Ron Wyden, (202) 224-5244
<http://wyden.senate.gov/contact/>

Sen. Jeff Merkley, (202) 224-3753
senator@merkley.senate.gov

Rep. Earl Blumenauer, (202) 225-4811

Rep. Suzanne Bonamici, (202) 225-0855

Rep. Greg Walden, (202) 225-6730

Rep. Peter DeFazio, (202) 225-6416

Rep. Kurt Schrader, (202) 225-5711

Washington

Sen. Patty Murray, (202) 224-2621
<http://murray.senate.gov/email/index.cfm>

Sen. Maria Cantwell, (202) 224-3441
<http://cantwell.senate.gov/contact/>

Rep. Jamie Herrera Beutler, (202) 225-3536

Rep. Norm Dicks, (202) 225-5916

Rep. Doc Hastings, (202) 225-5816

Rep. Jay Inslee (202) 225-6311

Email your **Congressional Representative** by logging on to www.house.gov/writerep/

Cover photo: Spring on West Seven Mile Hill. Photo: Jozsef Urmos / panojoe.ursos.net

Director's Letter

Sometimes, the thing you least want to happen turns out to be the best thing that could happen.

As I write this, we just wrapped up our 32nd Annual Meeting at Skamania Lodge. The event has grown tremendously over the years, and as the meeting approached, the RSVPs were pouring in. All signs indicated it would be another energizing, trouble-free affair.

Then, days before the event, the editor of the Skamania County newspaper put out a call to action, urging his readers to show up en masse and protest our meeting. A relative newcomer to the Gorge, the editor determined that Friends of the Columbia Gorge is Gorge Enemy #1, so he encouraged readers to hamper the efforts of these "aliens coming to town to occupy Skamania County."

The editorial referred to Friends as a "self-satisfied, moneyed, lawyer rich organization [that] does nothing to help the people of the Gorge earn a decent living." That was especially ironic, since our meeting was bringing 250 people out to Skamania Lodge, the county's largest private employer, and thirteen rooms were booked by members for overnight stays. To lessen our carbon impact, we contracted with Martin's Gorge Tours (see page 11) to bring a contingent of members



Kevin Gorman with members Jay Baker, Dorothy Burdick, and Phyllis Clausen at Friends' 2012 Annual Meeting. Photo: Ann Campbell / annscreativephotography.com

to the meeting by bus. And finally, our featured presentation outlined our new Gorge Towns to Trails project, which is supported by the City of North Bonneville, Skamania County, and the Skamania County Chamber of Commerce.

Two or three decades ago, an anti-Friends rallying cry would have brought out a mass of protesters, but things have changed. On the day of our meeting, just a couple of trucks drove around with a couple of signs. The editor, who was invited, was a no-show, and his failed demonstration was the strongest sign I've seen that we've turned a corner in Gorge history. Today's Gorge residents are looking for solutions rather than scapegoats.

The Annual Meeting was a resounding success, reinvigorating longtime members and engaging new ones. Members were introduced to the new Forest Service scenic area manager and the Columbia River Gorge Commission's new executive director. And they met Friends' incoming board chair, Keith Brown, who just happens to be a resident of Skamania County. It was a great meeting and a great beginning to the next chapter of Gorge protection.

A handwritten signature in black ink that reads "Kevin Gorman".

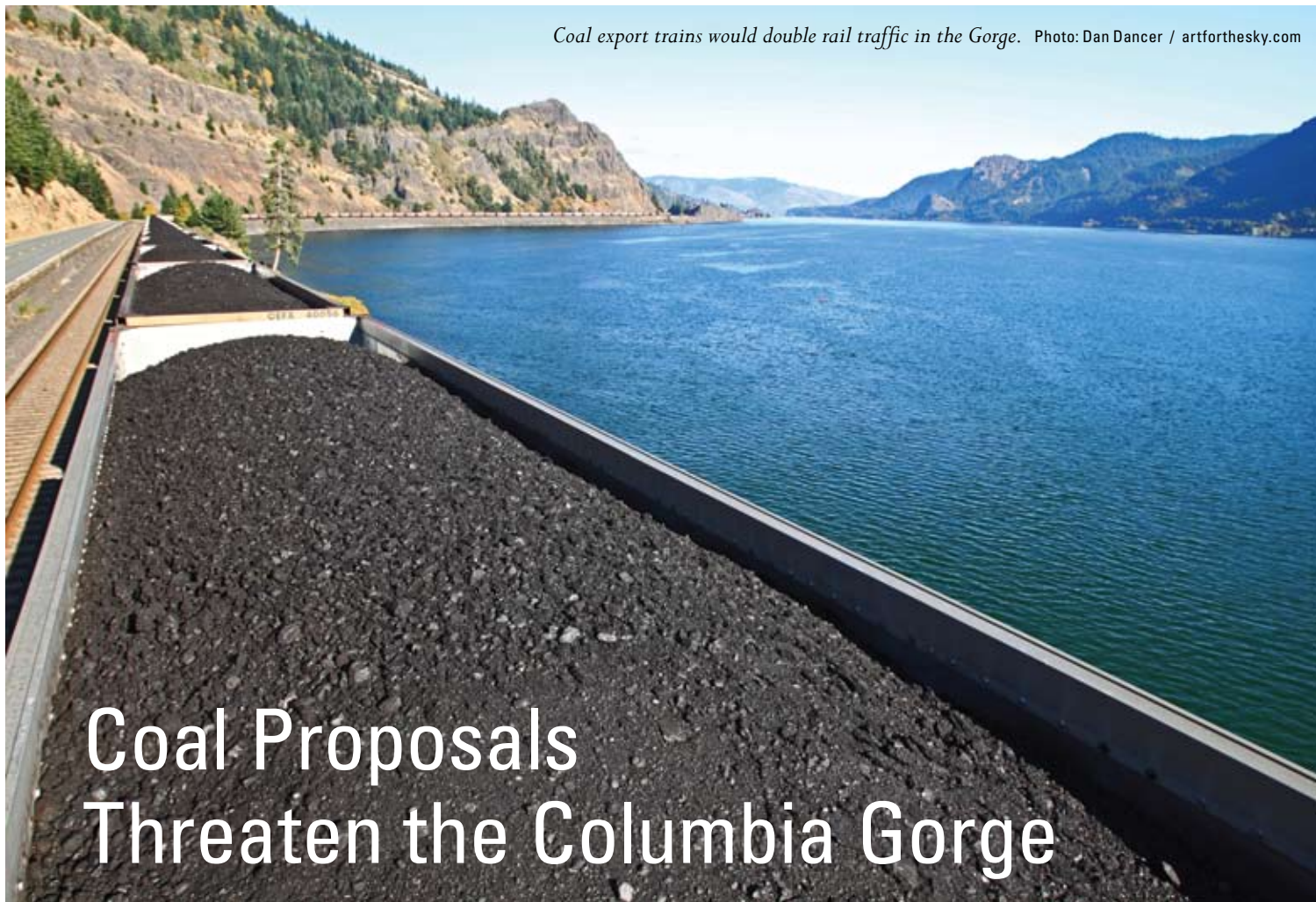
Kevin Gorman, Executive Director
kevin@gorgefriends.org

Members visited the Camas Patch, left, after the Annual Meeting.

Photo: Darryl Lloyd / longshadowphoto.com



Friends of the Columbia Gorge works to ensure that the beautiful and wild Columbia Gorge remains a place apart, an unspoiled treasure for generations to come.



Coal Proposals Threaten the Columbia Gorge

Michael Lang, Conservation Director, michael@gorgefriends.org

The Columbia River Gorge National Scenic Area is world-renowned as a natural scenic treasure. However, in the past year several proposals to export coal to Asia have emerged that could make the Columbia Gorge renowned for something entirely different, as one of the world's largest coal export corridors.

The decreasing demand for coal in the U.S., coupled with skyrocketing demand in China and India, have coal companies racing to ship millions of tons of coal from the Powder River Basin in Wyoming through the Columbia Gorge to export terminals in the Pacific Northwest. If all these proposals were approved, up to 146 million tons of coal would pass through the Gorge each year on rail transport using open coal cars.

Coal would be carried from the Powder River Basin to Northwest ports, and then loaded onto massive ocean-going cargo ships. Up to fifty-four additional trains every day, each about a mile and a half long, would rumble through the Gorge. This would more than double rail traffic through the Columbia River Gorge.

BNSF Railway has provided some shocking facts related to these proposals. BNSF estimated that 500 to 2000 pounds of toxic coal dust would be dislodged and released from every rail car during transport. Given the number of trains proposed, hundreds of thousands of tons of toxic coal dust could reach the air and water in the Columbia River Gorge annually, presenting a huge threat to the

environment and to the health of Gorge communities. BNSF has since backed away from this number, claiming that chemical treatment of the coal after loading will reduce coal fragments and dust spilling from the uncovered cars. The effectiveness of the treatment remains unproven.

Threats to health

Volumes of data confirm that Columbia Gorge air quality is already compromised. Coal exports would mean a dramatic increase in locomotive diesel emissions, coupled with tons of coal dust dislodged during transport. Coal transit would result in higher risks of cancer, emphysema, and asthma, but that only accounts for the transport side of the coal equation. Coal-

The Mosier City Council strongly opposes the proposed new coal export terminals which could result in an untenable increase in train traffic through our community.

fired plants in China are a major source of airborne mercury affecting the Pacific Northwest. Coal plants emit mercury, and China lacks regulations requiring mercury emission reductions. A potent neurotoxin, mercury endangers pregnant women, their fetuses, children, subsistence fishermen, and recreational anglers. Fueling China's coal plants with Wyoming's coal would compound the problem, endangering human health and the environment in the Pacific Northwest.

Doubling train traffic in the Gorge to support coal exports would result in significant congestion and transportation delays in Gorge communities, cutting off river access, hurting local businesses, inconveniencing commuters, and delaying response times for emergency vehicles. Rail traffic in the Gorge is already near capacity, and coal exports would likely spur demand for additional rails in environmentally sensitive areas and double tracks along the Columbia River, where construction would surely impact wetlands and sensitive species habitat.

Climate change

Carbon dioxide emitted from coal power plants is a leading cause of global climate change. Coal power plants are being phased out in Washington and Oregon, thanks in part to the efforts of Friends and our allies. Yet coal companies plan to use the Northwest to help fuel a massive increase of coal power in Asia, frustrating efforts to curb greenhouse gasses and slow climate change – the most serious human-caused environmental challenge ever to face our planet.

To respond to this challenge, Friends of the Columbia Gorge, Columbia Riverkeeper, Sierra Club, and many other groups are uniting to stop coal exports. Our groups are coordinating efforts to educate the public and decision makers about the enormous costs of coal exports to communities and the environment, and are participating in the permitting and environmental review of all pending proposals.

Now the word is getting out. Communities along the rail route from Wyoming to the Northwest coast are adopting resolutions and insisting that decision makers consider the impacts that coal trains will have on their communities.

The Columbia Gorge towns of Camas, Washougal, Dallesport, Hood River, and Mosier are on record raising concerns, and several others are in the process of taking action. The City Council of Mosier

addressed a letter to Oregon Governor John Kitzhaber, that stated:

The Mosier City Council strongly opposes the proposed new coal export terminals which could result in an untenable increase in train traffic through our community and the exposure of our entire population and our environment to the harmful effects of coal dust.

In response to these growing concerns over coal exports, on April 25 Governor Kitzhaber called on federal agencies to conduct a comprehensive analysis of the environmental, community, economic, transportation, and energy security impacts of proposed coal exports to China, before proceeding with further permitting and leasing decisions on coal export facilities. To help keep massive coal shipments out of the Gorge, please see the "Take Action" page of this newsletter (page 2), and visit www.gorgefriends.org today. ■



Open-car coal train traffic would double in Gorge communities like Mosier, above. Photo: Kevin Gorman

Expanding the Lyle Cherry Orchard Trail

Kate McBride, Land Trust Manager, kate@gorgefriends.org

The Lyle Cherry Orchard – one of our Land Trust’s most treasured properties – was one of the first pieces of land that Friends founder Nancy Russell purchased for protection. Once Nancy acquired the Cherry Orchard’s first trail access in 1991, there was no stopping her. Over the next fifteen years she acquired eleven more parcels at the Cherry Orchard, totaling 555 acres, which were bequeathed to the Land Trust in 2009.

A previous owner of one of Nancy’s parcels within the Lyle urban boundary, Rex Bullis, held a life estate that allowed him to continue living on the land he had sold. Mr. Bullis died early this year, and a tenant on the property moved out in May, so we can now begin restoring that area. In the coming months we will hold stewardship events to clear away debris on the property.

The Lyle School District has embraced the idea of bringing the Cherry Orchard trail into town and voted recently to allow parking for hikers above the high school, providing access to the Land Trust property and a potential trail connection. We envision a route connecting the Lyle High School parking area with a new trail segment that will head east, connecting with the existing Cherry Orchard trail. ■



Wildflowers and panoramic views at the Lyle Cherry Orchard property above Lyle. Photo: Aubrey Russell



Map detail by Kate McBride

Land and Water Conservation Fund Threatened

The federal Land and Water Conservation Fund (LWCF) enables the U.S. Forest Service to purchase lands from willing sellers across the country, including within the Columbia River Gorge National Scenic Area. Funding for this nearly fifty-year-old

program comes from offshore oil and gas leasing revenues controlled by Congress.

In early March, the Senate passed a bipartisan amendment to the transportation bill to provide \$1.4 billion over the next two years to LWCF, but House Republicans blocked a vote on the Senate bill, instead passing a ninety-day

extension of current transportation spending. Congress will address LWCF funding again this summer and Friends and others will make an all-out push to pass the Senate bill, which also contains a one-year extension of timber payments for rural Oregon and Washington counties. ■



Members and supporters at the Annual Meeting.

Photos: Ann Campbell / annscreativephotography.com

Annual Meeting with Friends

Peter Cornelison, Field Representative, peter@gorgefriends.org

On a beautiful spring day in April, some 250 Gorge lovers attended Friends' 32nd Annual Meeting luncheon at Skamania Lodge in Stevenson.

Board member and Finance Committee member Keith Brown, a Skamania County resident, outlined Friends' financial picture. His report confirms that members' donations are carefully managed to support effective Gorge protection work. Following Keith, Conservation Director Michael Lang recounted the thirteen-year saga of the proposed Gorge casino. Thanks to Friends' diligence and broad-based community organizing, the proposal has finally been stopped – as Michael said, "at least for now." The Tribes recently opened a new on-reservation casino and the site of the proposed casino in Cascade Locks is being put to other uses.

Looking ahead, Executive Director Kevin Gorman and staff member Renee Tkach presented Friends' vision for a major new recreation program called Gorge Towns to Trails, linking Gorge communities with trails into surrounding protected lands on both sides of the river. Video clips and slides gave members an inside view of Friends' successes, clearly demonstrating how



our partnerships and collaborations are protecting Gorge landscapes and supporting Gorge communities. ■



Waterfall Wanderlust Hike Challenge!

Shepperd's Dell Falls is one of twenty-five cascading waterfalls on our 2012 *Waterfall Wanderlust* hike challenge. Hike to all these waterfalls before October 31 to be entered in the grand prize drawing for a six-person raft trip on the White Salmon River, donated by Wet Planet Whitewater. For the complete waterfall list, an online map, hike details, and registration information, visit www.gorgefriends.org/waterfalls.

Shepperd's Dell Falls.

Photo: Greg Lief / Liefphotos.com

Save the Date!
Friends' Annual Picnic in Paradise
Sunday, July 22
Noon to 3:30 p.m.
Mount Pleasant Farmlands
 For details, see:
www.gorgefriends.org/summerpicnic



Friends Challenges Whistling Ridge Approval

Nathan Baker, Staff Attorney, nathan@gorgefriends.org

On March 5, Washington Governor Christine Gregoire approved the Whistling Ridge Energy Project, the most controversial wind energy project ever proposed in Washington State.

The project, proposed to be built on forested ridgelines in Skamania County, would be visible for many miles within the National Scenic Area. Dozens of wind turbines, each up to 430 feet high, would loom over the rim of the Columbia

Gorge. The project would harm wildlife by permanently removing hundreds of acres of forested habitat, including land within a designated Northern Spotted Owl Special Emphasis Area. Numerous species of migratory birds would be threatened by the massive turbines. The project would also cause significant traffic problems during project construction in the rural communities of Underwood and Bingen.

The Governor’s decision is a mixed result. On the encouraging side, the

Governor denied fifteen of the proposed fifty turbines in an effort to reduce the project’s impacts on the scenic and cultural heritage of the Columbia River Gorge. The denial of these turbines was the direct result of advocacy by Friends of the Columbia Gorge, along with overwhelming public opposition to the project.

Unfortunately, even scaled back to thirty-five turbines, the project would still cause unacceptable impacts to the scenic beauty, wildlife, and local communities



Even scaled back to thirty-five turbines, the project would still cause unacceptable impacts to the scenic beauty, wildlife, and local communities of the Columbia River Gorge.

Migratory birds including olive-sided flycatchers would be threatened by the massive wind turbines.

Photo: ©Brian Small / briansmallphoto.com

Illegal Logging Destroys Gorge Landscape

Michael Lang, Conservation Director, michael@gorgefriends.org

SDS Lumber proposed to build fifty wind turbines along Chemawa Hill and Saddleback Mountain, seen in this photo looking south from Little Huckleberry Mountain.

Photo: ©Jozsef Urmos / panojoe.urmos.net

of the Columbia River Gorge. In addition, the project is prohibited under Skamania County's zoning rules, an issue that has been virtually ignored by state officials.

Despite its significant harms, the project would provide little to no benefits. The Pacific Northwest currently has such a glut of wind energy that the majority is distributed to California or not used at all. According to project developer SDS Lumber Co., the Whistling Ridge project is not economically viable and is therefore currently on hold.

Given the possibility that the project could become viable in the future, Friends of the Columbia Gorge and Save Our Scenic Area have filed an appeal in Thurston County Superior Court. Our petition for judicial review lists thirty-two claims, focusing on zoning and forest practices violations, noise and traffic impacts, and harm to wildlife and scenic views.

For the latest information about the Whistling Ridge Energy Project, visit www.gorgefriends.org/whistlingridge. ■

Hikers and bicyclists along the Hood River-to-Mosier state trail are in for a shock this spring. The Bureau of Indian Affairs (BIA) and SDS Lumber Company have clearcut 110 acres of forest on steep slopes near the Historic Columbia River Highway State Trail. The clearcut reaches from the top of the ridge to within 200 feet of the trail.

The clearcut creates a tremendous scar on the landscape visible from four designated key viewing areas in the Gorge. It is also within sensitive species habitat that includes rare plants and a historic nesting area for peregrine falcons. The scant environmental review of this project failed to consider impacts to rare plants, sensitive species, scenic views, and recreation.

The land owned by SDS Lumber Company lies within the General Management Area of the National Scenic Area and is zoned as Open Space. Logging is prohibited on lands zoned as Open Space, yet the Gorge Commission and Hood River County, both responsible for enforcing National Scenic Area zoning restrictions, allowed the logging to go forward in violation of Scenic Area regulations.

The BIA land adjacent to the SDS land is exempt from Scenic Area protections, but is subject to the National Environmental Policy Act and other federal environmental laws. Here, the BIA and the Warm Springs Tribes violated federal law by failing to notify the public, to provide opportunities for public involvement and review of the impacts of the project, and to avoid or mitigate for the project's adverse effects.

Friends staff is currently working with the BIA and the Gorge Commission regarding these violations. So far, the BIA has been responsive, acknowledging at least some of the errors made during environmental review and taking steps to ensure that these mistakes are not repeated. The Gorge Commission, however, has been slow to respond. We encourage them to follow the example of the BIA, determine where errors were made, and seek corrective action. After all, public support for the Gorge Commission correlates directly to its commitment to protecting the scenic, natural, cultural, and recreation resources of the Columbia Gorge. ■



The recent BIA and SDS clearcut, two miles southeast of Hood River. Photo: Peter Cornelison

Sandy Wright, Development Director
sandy@gorgefriends.org

Photo: Kevin Gorman



Nanita Sammons and Stan Hall, new Friends staff.

New Faces at Friends

Friends welcomed two new staff members in our Portland office this spring.

Nanita Sammons, a Montana native and an Oregonian since 1987, is our new Finance and Operations Director. Nanita brings twenty years of experience in finance and accounting to the job, including more than a decade with nonprofits.

Stan Hall steps in as our Content Specialist, to focus on our website and member communications. Stan was awestruck by the Gorge when he arrived in Portland from his native Georgia in 1997. His background is in journalism and publishing, and he writes film reviews for The Oregonian.

Look for Nanita and Stan on the trails this spring and at the Summer Picnic in July. ■

At right: Martin Hecht enjoying a hike on the Lyle Convict Road.

Photo: Renee Tkach

Towns to Trails Task Force

As we launch Friends' Gorge Towns to Trails project, we wanted feedback, ideas, and comments from our membership. So a task force of twenty-five enthusiastic volunteers took the assignment of contacting members to discuss Gorge Towns to Trails and solicit input.

Task force participants from Hood River, Mosier, and Lyle interviewed members in the Gorge, while another group met with Portland area members. Thirty-two interviews provided feedback on the project, ideas to help communicate the vision, and advice on getting key individuals and outside organizations involved. The task force's efforts will help us move the project forward, and we offer a hearty thanks to everyone who participated. ■

Task force members Shaul and Catherine Levi and Eric Lichtenthaler.



Photo: Renee Tkach

Special Gifts

JANUARY 21, 2012 - APRIL 20, 2012

IN HONOR OF DEBBIE ASAKAWA
SHARON STERN AND STEPHEN RALLISON

IN HONOR OF JUSTIN CARROLL
NATHAN BAKER

IN HONOR OF GEORGE AND
MARGO EARLEY
JANE NEWMAN

IN HONOR OF HENRY AND HAZEL HALL
STAN AND RACHAEL HALL

IN HONOR OF KELSEY LYNN HARRINGTON
CAROLYN HARRINGTON

IN HONOR OF MAEGAN JOSSY
APRIL AND BOB JOSSY

IN HONOR OF PATRICIA MIZUTANI
SHIRA ROSENHAFT

IN HONOR OF SUZI RUBINO
KELLYE JUST

IN HONOR OF WALLY THORSELL
SUZANNE MADDUX

IN HONOR OF MARGARET
ELIZABETH WORKMEISTER
KARI SKEDSVOLD

IN MEMORY OF ALLEN AND
HELEN BELLINGER
LAURA KALLENBARGER

IN MEMORY OF MARY MARGURITE
SULLIVAN BLACKBURN
ANNETTE ROEYER

IN MEMORY OF DON AND CHARLEEN
BROEHL
CAEDMON MICHAEL HARTWIG

IN MEMORY OF SALLY THOMPSON BRYANT
DOUG AND SUSAN SOWLES

IN MEMORY OF NED HAYES
MARY AND RICHARD ROSENBERG

IN MEMORY OF JOHN I. IRWIN
CONNIE IRWIN

IN MEMORY OF JOE KOHUT
ROBERT LOCKERBY

Our Newest Business Member

Renee Tkach

Gorge Towns to Trails Coordinator

renee@gorgefriends.org

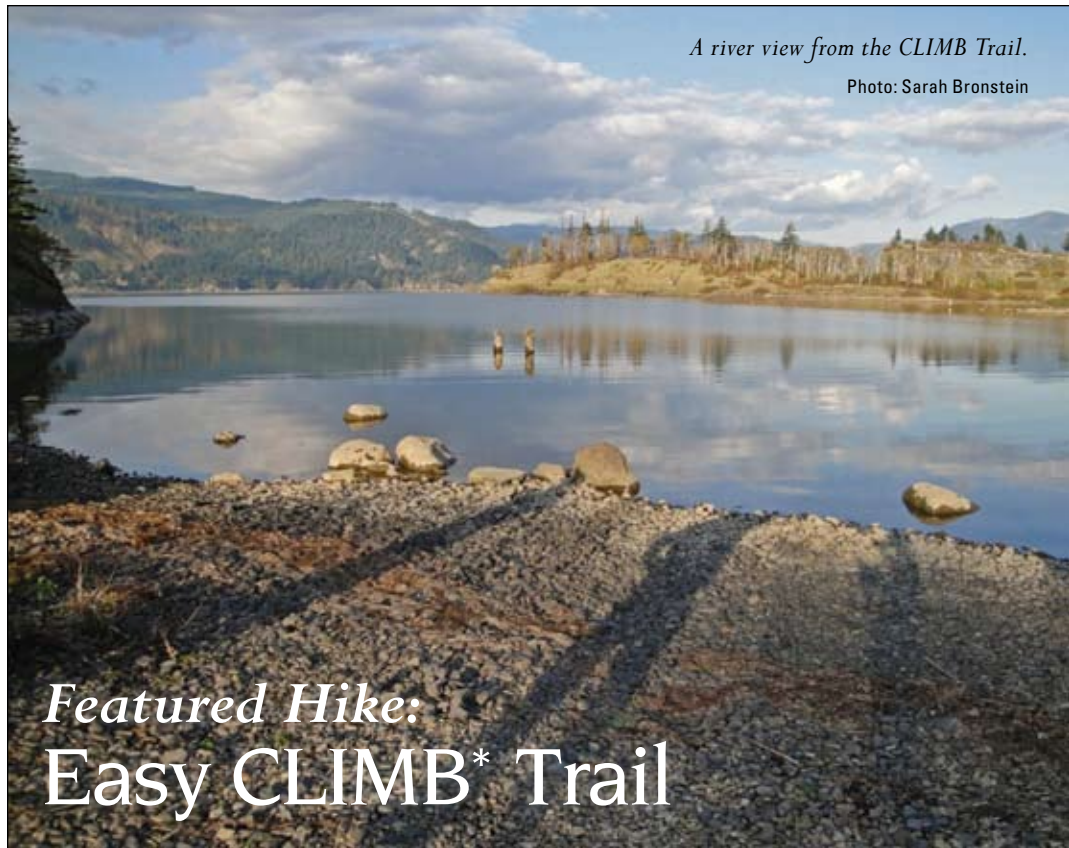
Martin's Gorge Tours became a Business Member of Friends this year. Martin Hecht owns this Gorge-based business and shares his Gorge enthusiasm freely. "The Gorge is easy to get passionate about. There is so much to love," says Martin.



Voted "Best Tour of the Gorge" in 2011 by *The Gorge Magazine*, Martin's Gorge Tours provides all the basics for a great day trip: transportation, water, snacks, trailhead fees, and more, so that families and groups can focus on enjoying the wonders of the Columbia Gorge. Martin's on-foot adventures and bike tours range from easy to moderate, and are personalized to meet his customer's interests. For more information, visit www.martinsgorgetours.com. ■

A river view from the CLIMB Trail.

Photo: Sarah Bronstein



Featured Hike: Easy CLIMB* Trail

Easy: 2 miles, little elevation gain

Maegan Jossy, Outdoor Programs Coordinator

maegan@gorgefriends.org

Cascade Locks is home to this new hiking and biking loop trail right on the riverfront, dotted with oak trees and featuring great river views. For mountain bikers, this stretch is beginner-friendly.

Directions: I-84 to Exit 44 Cascade Locks. Turn north on NW Forest Lane. Continue 1.8 miles, then turn left on Cramblett Way. Continue a short distance on the gravel road. At the Y, go right, to the unpaved parking area. No fees or permit required. ■

*CLIMB: Cascade Locks International Mountain Bike Trail Complex, a planned 25-mile trail system.

IN MEMORY OF JEFF "DUFF" LIEN
LOIS WADE

IN MEMORY OF DONALD I. LINES
GAIL AND DONALD LINES

IN MEMORY OF MARK AND
KATIE McMANUS
RICHARD AND MARJORIE McMANUS

IN MEMORY OF BARBARA M. MILLER
JAMES MILLER

IN MEMORY OF JEANNIE LYNN RAWLEY
JANE ADAMS
IRENE AND LARRY BOURM
JOYCE AND SCOTT CORBETT
LAURA DOLINAR

CONNIE IRWIN
WENDY KNUDSEN
JOHN LANGSTON
ROBERT LAWRENCE
MALLOCH FAMILY
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ANTHONY AND EILEEN MUSELLA
WAYNE AND DEANNA RICE
ROBERT AND RACHEL ROSE
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GLADYS AND DAVID SHARP
JAMES A. SMITH
DAVID AND TERESA STUKER
JOHN AND SUE ANNE THOMPSON
BECKY TOOLEY
BARBARA WHITMAN

IN MEMORY OF NANCY RUSSELL
NORMA REICH
HANK SWIGERT

IN MEMORY OF JEFFREY P. L. SARLES
GLORIA AND BOB LADUM

IN MEMORY OF LAWRENCE AND
VELMA SHADBOLT
LARRY AND CATHERINE SHADBOLT

IN MEMORY OF GLEN E. STREAM
JULIE STREAM

IN MEMORY OF CRAIG SVENDSEN
SCARLET SVENDSEN

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Know Your Gorge: Troutdale and Cascade Locks Reconnected

Drivers passing through the Columbia Gorge on Interstate 84 this spring can't miss the construction work underway between Troutdale and Cascade Locks. Just east of John B. Yeon State Park, home of beautiful Elowah Falls, road crews are filling in a major gap in the Historic Columbia River Highway State Trail.

The new 1.6-mile trail segment links to the beautiful old Moffett Creek Bridge along the already completed section of the Historic Highway State Trail. A new pedestrian and bicycle bridge is under construction across McCord Creek, and by next summer, cyclists will be able to ride from Troutdale to Cascade Locks on the restored Trail without ever having to enter I-84.

The graceful curves of the Historic Highway have prompted descriptions of the old road as a "poem in stone." In tribute to the timeless accomplishment of the original highway's architect, Sam Lancaster, the design of the new pedestrian span will reflect the world-renowned bridges that grace the old Historic Highway.

The 1923 poem, *Builders of Highways*, includes this lyrical stanza in reference to the Columbia River Highway:

*... Conceived by a poet who believed
dreams should be dreamed and then achieved.*

Anthony Euwer

For ninety years, travelers through the Columbia Gorge have enjoyed the fruits of Sam Lancaster's vision. Without a doubt, new generations will be thankful for the poets and dreamers of today, as well. ■

Restoration work on the Historic Columbia River Highway next to I-84.

Photo: Courtesy of Oregon Dept. of Transportation

