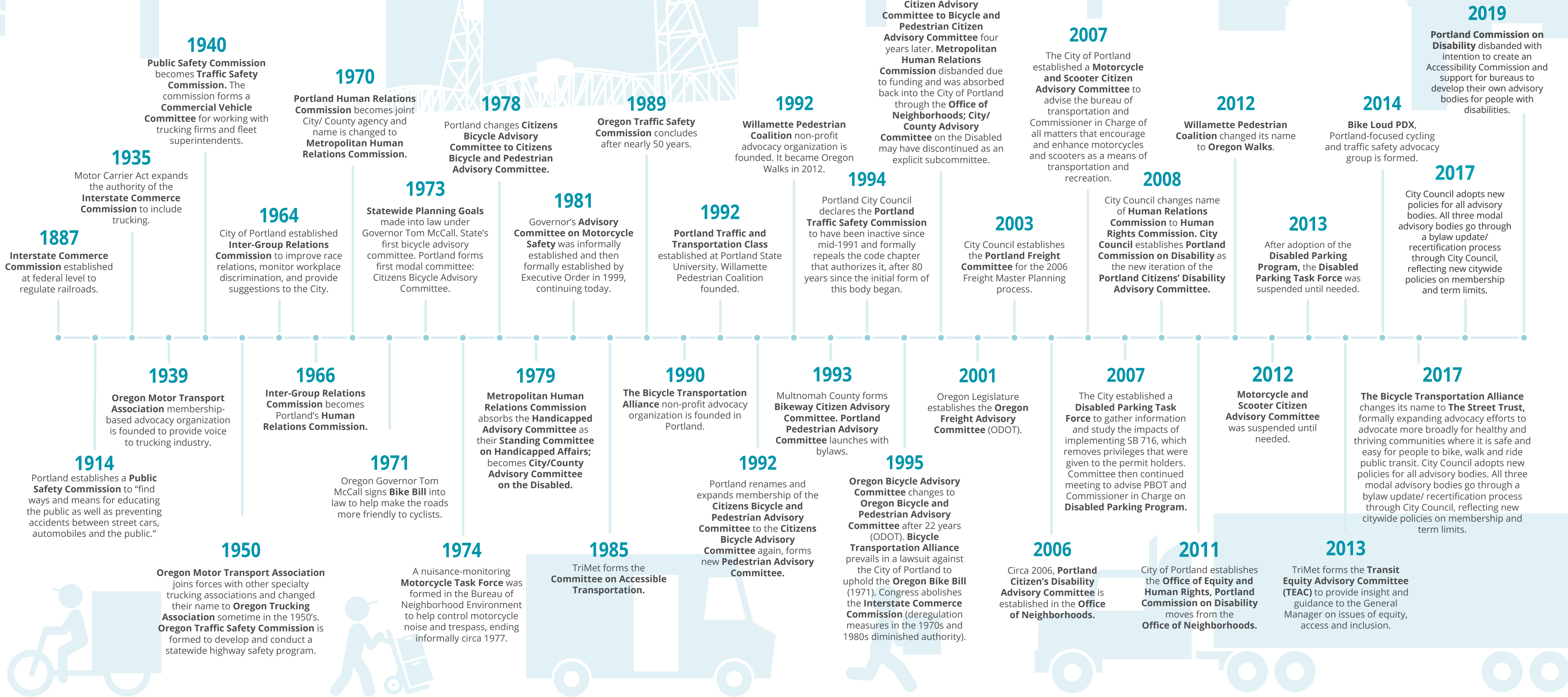


Contextual History of Advisory Bodies: A Historical Reference Timeline

This research was conducted via e-files, the Historical Oregonian, internet research, and support from the City of Portland Reference Archives. Unfortunately, the reasons why some committees were established, changed, or disbanded have not always been well recorded.



Bike and Pedestrian

1940

Public Safety Commission becomes **Traffic Safety Commission**. The commission forms a **Commercial Vehicle Committee** for working with trucking firms and fleet superintendents.

1978

Portland changes **Citizens Bicycle Advisory Committee to Citizens Bicycle and Pedestrian Advisory Committee**.

1992

Willamette Pedestrian Coalition non-profit advocacy organization is founded. It became Oregon Walks in 2012.

1997

County changes **Bikeway Citizen Advisory Committee to Bicycle and Pedestrian Citizen Advisory Committee** four years later. **Metropolitan Human Relations Commission** disbanded due to funding and was absorbed back into the City of Portland through the **Office of Neighborhoods; City/County Advisory Committee** on the Disabled may have discontinued as an explicit subcommittee.

2012

Willamette Pedestrian Coalition changed its name to **Oregon Walks**.

2014

Bike Loud PDX, Portland-focused cycling and traffic safety advocacy group is formed.

1973

Statewide Planning Goals made into law under Governor Tom McCall. State's first bicycle advisory committee. Portland forms first modal committee: **Citizens Bicycle Advisory Committee**.

1992

Portland Traffic and Transportation Class established at Portland State University. **Willamette Pedestrian Coalition** founded.

1994

Portland City Council declares the **Portland Traffic Safety Commission** to have been inactive since mid-1991 and formally repeals the code chapter that authorizes it, after 80 years since the initial form of this body began.

1914

Portland establishes a **Public Safety Commission** to "find ways and means for educating the public as well as preventing accidents between street cars, automobiles and the public."

1971

Oregon Governor Tom McCall signs **Bike Bill** into law to help make the roads more friendly to cyclists.

1990

The Bicycle Transportation Alliance non-profit advocacy organization is founded in Portland.

1993

Multnomah County forms **Bikeway Citizen Advisory Committee**. **Portland Pedestrian Advisory Committee** launches with bylaws.

2001

Oregon Legislature establishes the **Oregon Freight Advisory Committee** (ODOT).

1992

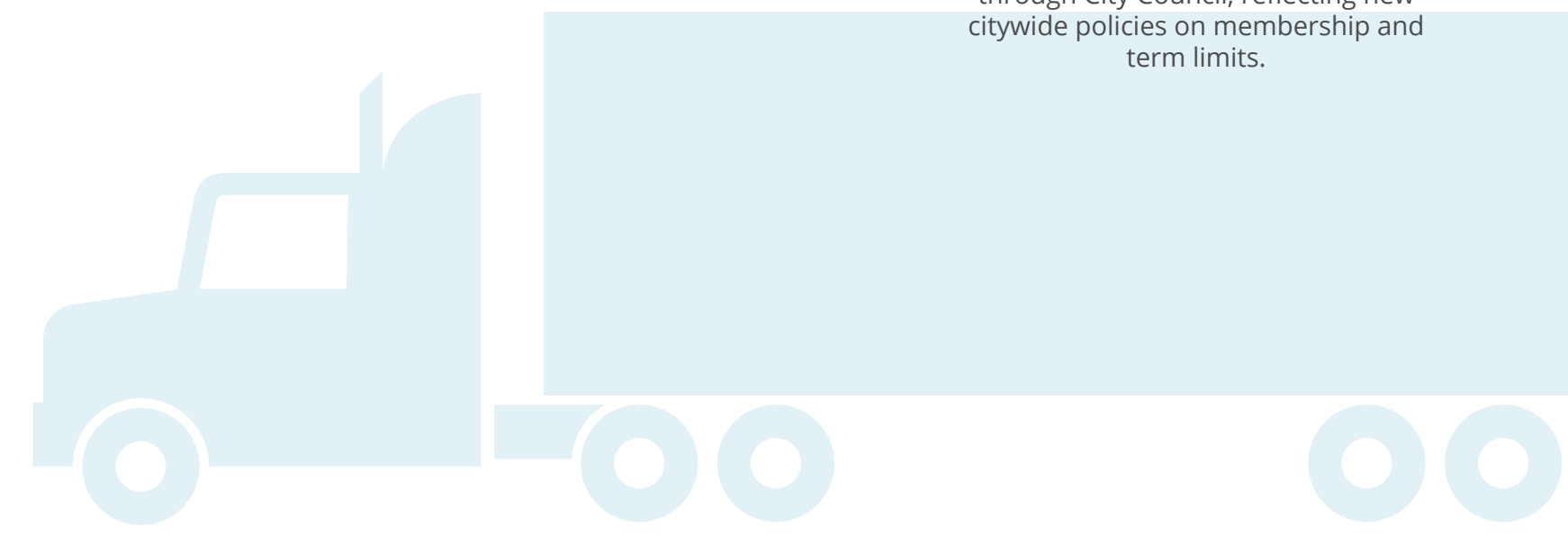
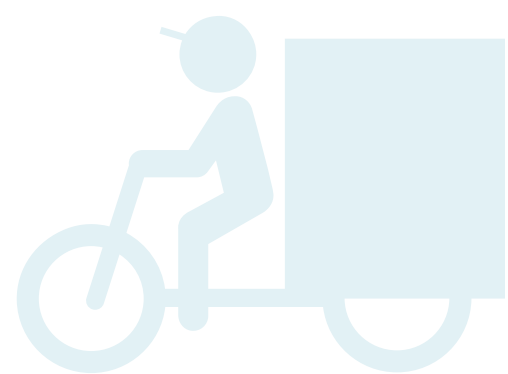
Portland renames and expands membership of the **Citizens Bicycle and Pedestrian Advisory Committee** to the **Citizens Bicycle Advisory Committee** again, forms new **Pedestrian Advisory Committee**.

1995

Oregon Bicycle Advisory Committee changes to **Oregon Bicycle and Pedestrian Advisory Committee** after 22 years (ODOT). **Bicycle Transportation Alliance** prevails in a lawsuit against the City of Portland to uphold the **Oregon Bike Bill** (1971). Congress abolishes the **Interstate Commerce Commission** (deregulation measures in the 1970s and 1980s diminished authority).

2017

The Bicycle Transportation Alliance changes its name to **The Street Trust**, formally expanding advocacy efforts to advocate more broadly for healthy and thriving communities where it is safe and easy for people to bike, walk and ride public transit. City Council adopts new policies for all advisory bodies. All three modal advisory bodies go through a bylaw update/ recertification process through City Council, reflecting new citywide policies on membership and term limits.



Freight

1940

Public Safety Commission becomes **Traffic Safety Commission**. The commission forms a **Commercial Vehicle Committee** for working with trucking firms and fleet superintendents.

1989

Oregon Traffic Safety Commission concludes after nearly 50 years.

1935

Motor Carrier Act expands the authority of the **Interstate Commerce Commission** to include trucking.

1887

Interstate Commerce Commission established at federal level to regulate railroads.

1939

Oregon Motor Transport Association membership-based advocacy organization is founded to provide voice to trucking industry.

1914

Portland establishes a **Public Safety Commission** to “find ways and means for educating the public as well as preventing accidents between street cars, automobiles and the public.”

1950

Oregon Motor Transport Association joins forces with other specialty trucking associations and changed their name to **Oregon Trucking Association** sometime in the 1950's. **Oregon Traffic Safety Commission** is formed to develop and conduct a statewide highway safety program.

1994

Portland City Council declares the **Portland Traffic Safety Commission** to have been inactive since mid-1991 and formally repeals the code chapter that authorizes it, after 80 years since the initial form of this body began.

2003

City Council establishes the **Portland Freight Committee** for the 2006 Freight Master Planning process.

1993

Multnomah County forms **Bikeway Citizen Advisory Committee**. **Portland Pedestrian Advisory Committee** launches with bylaws.

2001

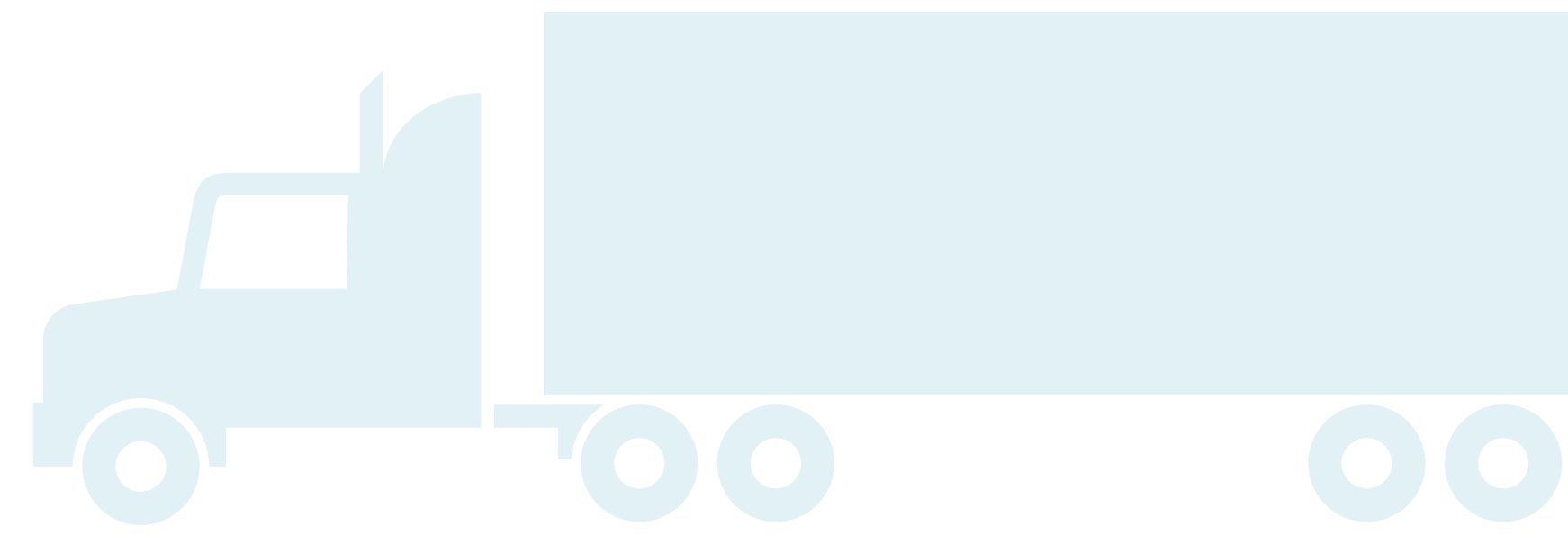
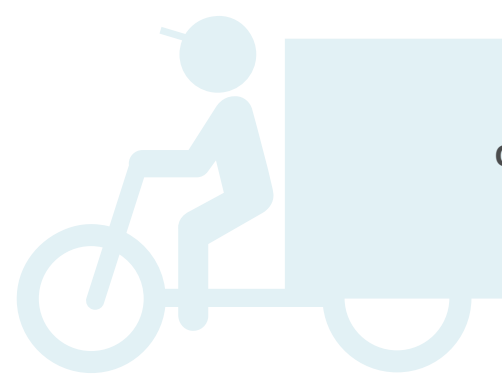
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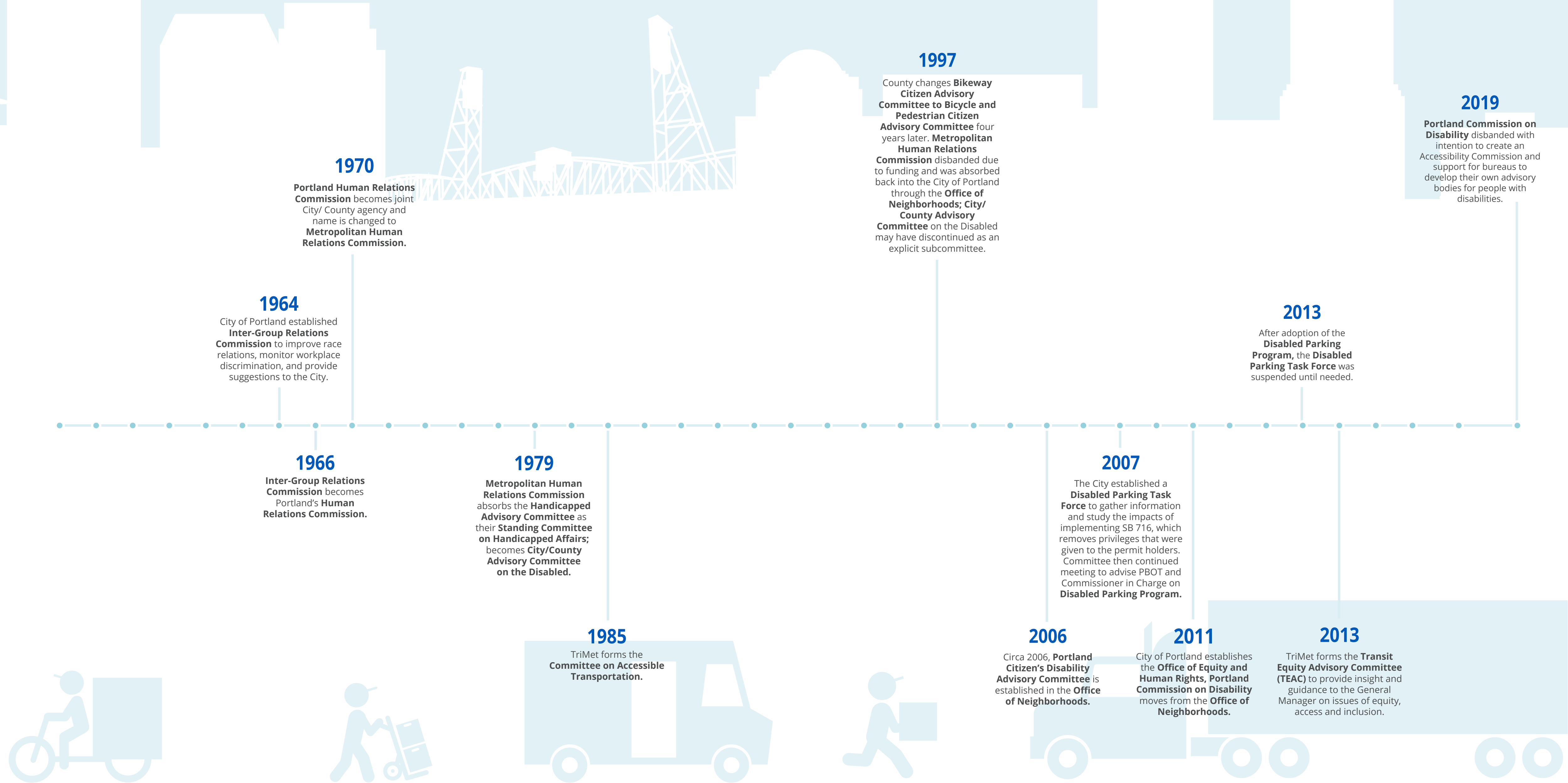
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2017

City Council adopts new policies for all advisory bodies. All three modal advisory bodies go through a bylaw update/recertification process through City Council, reflecting new citywide policies on membership and term limits.



Accessibility



Motorcycle



2007

The City of Portland established a **Motorcycle and Scooter Citizen Advisory Committee** to advise the bureau of transportation and Commissioner in Charge of all matters that encourage and enhance motorcycles and scooters as a means of transportation and recreation.

1981

Governor's **Advisory Committee on Motorcycle Safety** was informally established and then formally established by Executive Order in 1999, continuing today.

2012

Motorcycle and Scooter Citizen Advisory Committee was suspended until needed.

1974

A nuisance-monitoring **Motorcycle Task Force** was formed in the Bureau of Neighborhood Environment to help control motorcycle noise and trespass, ending informally circa 1977.

