

**CITY OF ORTING  
WASHINGTON  
ORDINANCE NO. 2023-1117 A**

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**AN ORDINANCE OF THE CITY OF ORTING,  
WASHINGTON, ADOPTING NEW CHAPTER 8-10 OF THE  
ORTING MUNICIPAL CODE, COMPLETE STREETS  
PROGRAM, TO THE CITY OF ORTING MUNICIPAL  
CODE TITLE 8, PUBLIC WAYS AND PROPERTY,  
THEREBY ENCOURAGING WALKING, AND BIKING,  
ALONG WITH THE SAFE OPERATION OF CARS AND  
TRUCKS; PROVIDING FOR SEVERABILITY; AND  
ESTABLISHING AN EFFECTIVE DATE**

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**WHEREAS**, the term "Complete Streets" as codified in 47.04.320 Revised Code of Washington describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, emergency service providers and freight, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

**WHEREAS**, more than 110,000 pedestrians and bicyclists are injured each year on roads in the United States with children and older adults at greatest risk and disproportionately affected; and

**WHEREAS**, the occurrence and severity of pedestrian and bicyclists injuries could readily be decreased by implementing Complete Streets practices; and

**WHEREAS**, the one-third of Americans that do not drive, disproportionately presented by older adults, low-income people, people with disabilities, and children would greatly benefit from the equitable distribution of safe, alternative means of travel that will result from Complete Streets practices; and

**WHEREAS**, the City of Orting wants to create convenient, enjoyable, and safe streets to improve walking and bicycling while connecting the neighborhoods and key destinations; and

**WHEREAS**, the Orting City Council intends to improve the safety of city streets, enhance the quality of life of residents, encourage active living, and reduce traffic congestion and fossil fuel use by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ORTING, WASHINGTON,  
DOES ORDAIN AS FOLLOWS:**

**Section 1. OMC Chapter 8-10, Added.** A new chapter entitled "8-10 Complete Streets Program" is hereby added to the Orting Municipal Code to read as follows:

## **Chapter 8-10**

### **COMPLETE STREETS PROGRAM**

#### **8-10-1 Purpose and Vision**

#### **8-10-2 Definitions**

#### **8-10-3 Exceptions**

#### **8-10-4 Complete Streets Infrastructure**

#### **8-10-5 Goals to Foster Partnerships**

#### **8-10-6 Best Practices Criteria**

##### **8-10-1 Purpose and Vision.**

The City of Orting shall, to the extent practical, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, motorists, emergency responders, freight and users of all ages and abilities in all new construction, retrofit or reconstruction projects. Through ongoing operations and maintenance, the City of Orting shall identify cost effective opportunities to include Complete Streets practices.

##### **8-10-2 Definitions.**

"Complete Street" means a road that is designed to be safe for drivers, bicyclists, and pedestrians of all ages and abilities.

"Street Project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any street, and includes the planning, design, approval, and implementation processes.

"Users" means individuals or vehicles that use streets, including pedestrians, bicyclists, freight, automobiles, public transportation vehicles and riders, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

"Complete Streets Infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; traffic



calming devices such as rotary circles, traffic humps, and surface treatments such as paving blocks, textured asphalt, and concrete, narrow vehicle lanes; and raised medians.

#### 8-10-3 Exceptions.

Facilities for pedestrians, bicyclists and/ or people of all abilities are not required to be provided under the following circumstances:

- A. When elements of this policy would require the accommodation of street uses prohibited by law;
- B. For routine maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, or pothole filing;
- C. Paving projects which involve widening pavement may exclude elements of this policy when the accommodation of a specific use is expected to require more space than is physically available, located where both current and future demand is proven absent or drastically increase project costs and equivalent alternatives exists within close proximity;
- D. Adverse impacts on environmental resources such as streams, wetlands, floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure;
- E. Cost would be disproportionate to the current need or probable future use;
- F. Development of sidewalks in areas falling outside those identified as appropriate for sidewalks on the basis of an adopted sidewalk policy;
- G. In instances where a documented exception is granted by the City Engineer.

#### 8-10-4 Complete Streets Infrastructure.

As feasible, Orting shall incorporate "Complete Streets Infrastructure" into existing public streets to create a comprehensive, integrated, connected transportation network for Orting that balances access, mobility, health and safety needs of pedestrians (American with Disabilities Act and Title VI compliance), bicyclists, motorists, emergency responders, freight and users of all ages and abilities, ensuring a fully connected, integrated network that provides transportation options.

#### 8-10-5 Goals to Foster Partnerships.

It is a goal of the City of Orting to foster partnerships with all Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), the Transportation Improvement Board (TIB), the Federal Highway Administration, Pierce County, Orting School District, citizens, businesses, interested groups, neighborhoods, and any funding agency assisting in the City's implementation of the Complete Streets ordinance.

#### 8-10-6 Best Practice Criteria.

The City Council or designee shall modify, develop and adopt policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction,

and operations including but not limited to the latest relevant editions of the America Association of State Highway Transportation Officials (AASHTO) and the Institute of Transportation Engineers (ITE) manuals while reflecting the context and character of the surrounding built and natural environments and enhance the appearance of such.

**Section 2. Severability.** If any section, sentence, clause or phrase of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase.

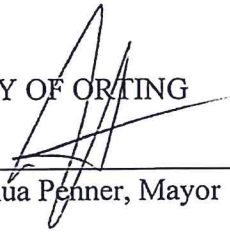
**Section 3. Corrections.** The City Clerk and the codifiers of this Ordinance are authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's errors, references, numbering, section/subsection numbers and any references thereto.

**Section 4. Codification.** The City Council authorizes the City Clerk to correct any non-substantive errors herein, codify the above, and publish the amended code.

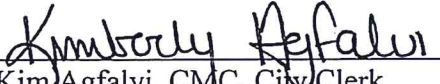
**Section 5. Effective Date.** This Ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 27<sup>TH</sup> DAY OF SEPTEMBER, 2023.**


CITY OF ORTING

  
\_\_\_\_\_  
Joshua Penner, Mayor

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
Kim Agfalvi, CMC, City Clerk

Approved as to form:

  
\_\_\_\_\_  
Charlotte A. Archer, City Attorney  
Inslee, Best, Doezie & Ryder, P.S.

Filed with the City Clerk:  
Passed by the City Council:  
Date of Publication:  
Effective Date:

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