



**Missoula Urban Transportation District  
Planning Committee Meeting Minutes  
February 14, 2024**

**APPROVED**

**MEMBERS PRESENT**

Sebastian Strauss  
Amy Cilimburg  
Jason Wiener  
Jesse Dodson  
Don MacArthur

**MEMBERS ABSENT**

**STAFF**

Corey Aldridge, Gen. Mgr.  
Colin Woodrow, Dir. P3  
Jen Sweten, Dir. Operations  
Darlene Craven, Exec. Asst.  
Spencer Starke, Assoc. Planner  
Dan Stone,

**Guests**

Charles Menefee, Associate Transportation Planner, Missoula Metropolitan Planning Organization (MPO)  
Ben Brewer, Planning Supervisor, City of Missoula Planning Department  
Emily Gluckin, Associate Planner, City of Missoula Planning Department

**Call to Order and Roll Call**

MacArthur called the meeting to order at 11:52 a.m., roll call was taken and the guests introduced themselves.

**Changes or Additions to the Agenda**

None

**Public Comment on Items Not on the Agenda**

None

**Action Items**

**4.1 Minutes of December 21, 2023** – The minutes will be corrected and sent for approval at the March planning committee meeting.

**Discussion Items**

**5.1 Micromobility Pilot Program** – Menefee introduced a framework for setting up a shared micromobility pilot program in Missoula and the MPO’s policy recommendations. Shared micromobility describes scooter and bicycle rental programs provided by third-party contractors in many urban areas around the world. Based on meetings with stakeholders, the proposed program in Missoula will run from March through November, starting with 250 scooters and bicycles. The program will operate generally within city limits with a structured vehicle retrieval

system and dedicated parking corrals in the downtown area. The Missoula City Council will need to approve the program before the anticipated spring 2024 start date. Strauss noted that the parking corrals are somewhat coordinated with the bus stops and asked if there's a way to obtain about ridership data that would show if micromobility feeds bus ridership. Menefee responded that the RFP contains a request for a distinct plan for vehicle distribution. MacArthur asked if the vehicles would be geotagged to locate the nearest one with the first/last miles. Menefee affirmed the vendors can provide that feature. The challenge is to provide adequate infrastructure for parking that vehicles that doesn't impact ADA accessibility and isn't in the roadway. The other consideration is whether all the requested features will make the program too costly to be viable.

**5.2 Growth Policy and Code Reform** – Gluckin said the City of Missoula's two challenges are promoting equitable, sustainable and quality growth development in the face of the Missoula's continued growth. The second one is setting up the means and methods for addressing future growth. The goal is to update the codes that align with the policies and focus on the three specific value-based areas: justice equity, housing and climate resilience. The code reform plan is entering the third stage that calls for developing scenarios for future and visualizing how that change occurs. Subsequent phases are as follows: fourth stage – growth policy update; fifth stage – development code update; and sixth stage – adoption of a unified code. New policies since 2015 revolve around housing equity, climate resilience and transportation. These three lenses are what is guiding the strategic plan draft and will help when making decisions for the community. In addition, the Montana legislature passed a bill that mandates cities with a specific population adopt new land use plans and zoning and subdivision codes. Those cities also must provide projections of current land use data. Most importantly, the bill emphasizes that public participation must occur primarily during the planning and adoption of city plans and codes. A new land use code must be administratively reviewed before it can be adopted.

Strauss asked if the landfill was listed to help reduce the "not-in-my-backyard" syndrome. Gluckin affirmed that was correct.

Gluckin continued, pointing out robust public participation guiding the plan helps to set appropriate community expectations. Missoula grew annually about 1.8% from 2010 to 2020. Growth increased to two percent annually since the pandemic. Though income disparity plays a huge role in that growth – The people moving in are making thirty-four percent more than the people moving out. The highest earning households in Missoula account for half of Missoula's wealth. The median home prices has almost doubled since 2015. Land use regulations have negatively impacted housing affordability.

To keep up with the anticipated growth, Missoula will need to produce 1100 to 1500 new housing units per year for the next ten years. The significant growth of single-use homes is attributed to land use regulations that encourage builders to build larger homes based on lot use requirements. For instance, in 2022, forty-four percent of the zoning is allotted to single dwellings while only fourteen percent is zoned for multi-dwellings. Strauss remarked the figures show that growth has not been linear.

Woodrow said the growth policy will aid MUTD in creating its strategic plan and long range transportation plan. Urban design creates parameters of services and complementary development allows density and encourages mixed use. Transit is a tool that is part of the three previously mentioned focus points.

Gluckin reviewed the deliverables – code diagnostics, guiding principles for code reform and the reform approach. MacArthur asked if MUTD was required to act on anything? Woodrow said it

was important for the board to understand that MUTD plays a role on planning for Missoula's future growth as a foundation for future routing scenarios that support a broader network. MacArthur said Missoula's climate resilience could be fostered by creating a transit system that reduces automobile usage. Brewer said that recent community events have focused on solutions for the missing middle housing market. Land use planning is committed to using a place approach to consider different elements.

Dodson remarked that MUTD is always trying to serve as many people as possible to reduce dependence on the automobile. It has been difficult to manage service expectations in the city's growing outskirts.

Strauss said MUTD welcomes collaboration and joint strategic planning efforts should be fruitful. He added that owning a car shouldn't be as convenient as it is now. Brewer said misalignments between public policy and parking are going to be addressed. He added that the advisory group will meet over the summer for a check in meeting. MacArthur said the strategic planning should dovetail with this effort and suggested the Nelson\Nygaard make land use recommendations along with the route planning in MUTD's strategic plan. He said transit should drive land use.

### **Adjournment**

1:13 p.m. – MacArthur adjourned the meeting.

Submitted by Darlene Craven