

SR 32



Corridor and City Centers Plan

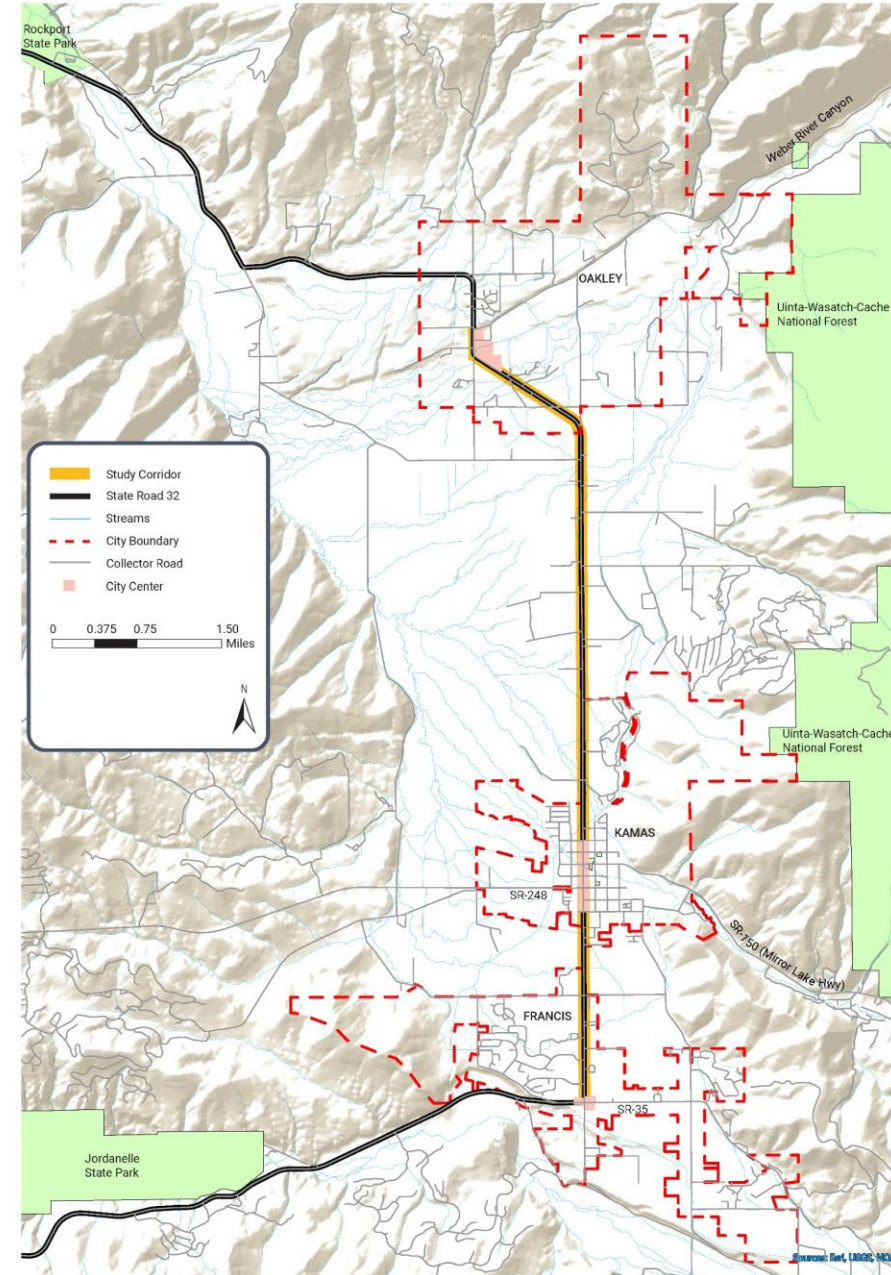


Leadership Presentation | 2026

STUDY OVERVIEW

The SR 32 Corridor and City Centers Plan establishes a holistic vision for the State Route 32 corridor from Oakley to Francis, with strategies for land use, transportation, economic development, and recreation.

The Plan balances and complements the regional use of the corridor with the needs of the communities of Oakley, Kamas, and Francis, including developing city center plans for each community.



STUDY OVERVIEW

The project is a partnership among Oakley, Kamas, Francis, Summit County, Utah Department of Transportation (UDOT), and Mountainland Association of Governments (MAG).

It is funded through MAG Technical Assistance for Governments (TAG) and UDOT Technical Planning Assistance (TPA) programs.



WHAT IS A CORRIDOR PLAN?

- Focuses on a major street or road segment, often extending across multiple jurisdictions. It integrates transportation and land use planning to ensure that the street and the places along it complement one another.

SR-9 in Springdale, Utah



US-89 in Star Valley, Wyoming



WHAT IS A CENTER PLAN?

- Focus specifically on the downtowns of communities. Their goals are often to enhance the vibrancy and accessibility of these centers by addressing the interaction between land use, transportation, economics, and other factors. They typically have a strong emphasis on improving multiple modes of transportation—especially walking.
- Some centers - as in our project - often must grapple with balancing a state highway with a walkable downtown.

PROJECT GOALS



Growth pattern: Foster a long-term, sustainable, cohesive growth pattern surrounding SR-32 emphasizing rural places, open space, affordability, and compact growth in cities.

Rural character: Preserve and celebrate the valley's agricultural heritage and rural character and lifestyles.



Traffic movement: Maintain traffic movement for all vehicular roadway users on SR-32 and in the connecting regional network.

Safe highway: Establish a safe and functional highway environment on SR- 32.

Connected multi-modal network: Establish a network of connected streets and transportation choices throughout the valley, supporting and complementing SR 32.

PROJECT GOALS



Trails: Build a unified, connected, seamless valleywide trail network with a high-quality SR-32 trail as its centerpiece.

Recreation: Establish sustainable recreation and visitation in the economy, land use, transportation network, and character of the valley.



City center destinations and land uses: Shape vibrant city centers with destinations, services, amenities, and mixes of uses that appeal to both residents and visitors and are reflective of the unique identity of each city.

City center character and walkability: Create a walkable character in each city center supported by appropriate parking, urban design, and an SR-32 configuration that balances regional and community needs.

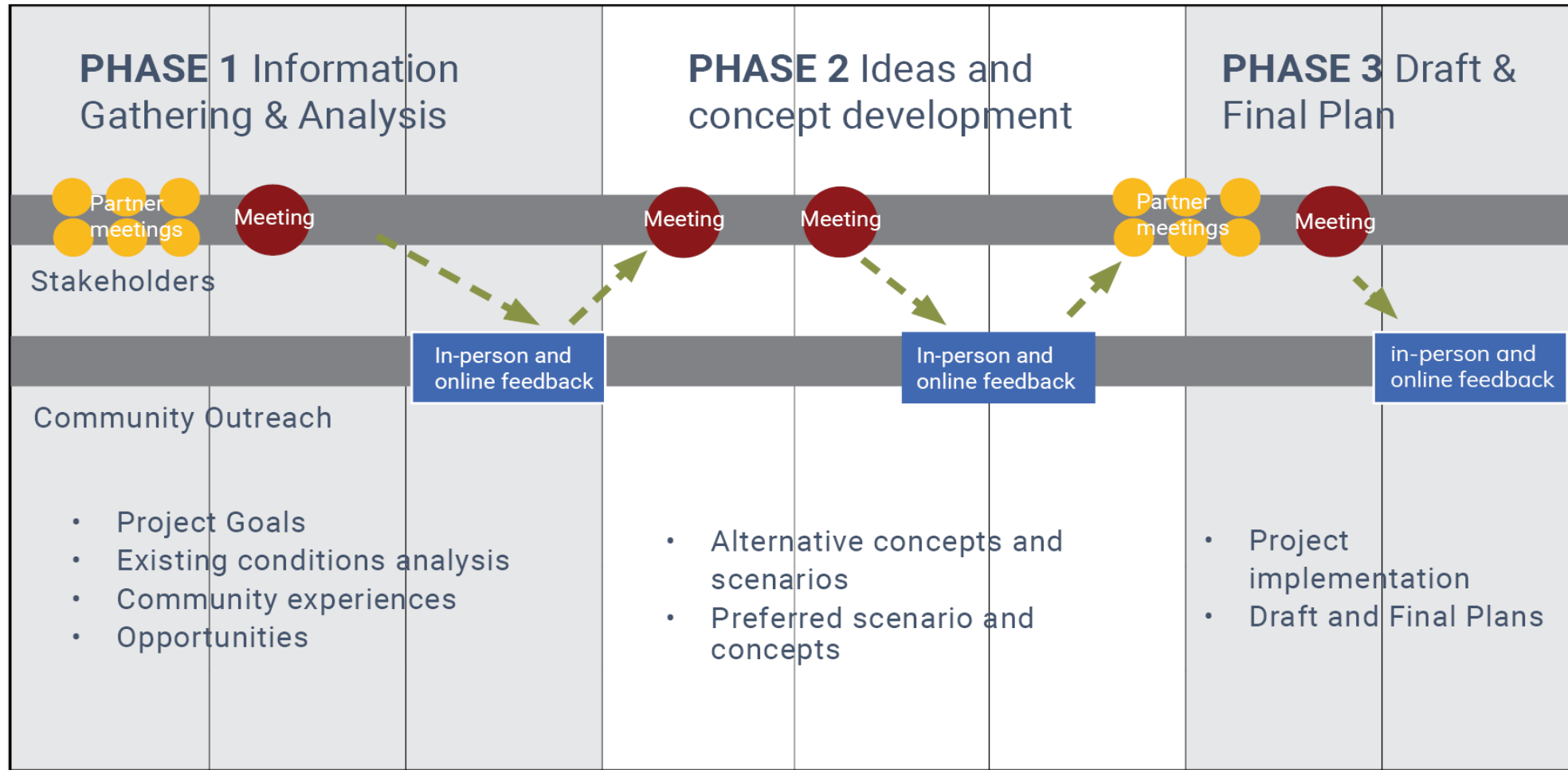
PROJECT GOALS



Determination: Establish communities' ownership over their future visions and empower them to work collaboratively with one another and regional partners.

Identity: Determine a cohesive long-term identity for the valley and how to flexibly manifest it in communities and open spaces.

WHERE WE'VE BEEN



PUBLIC ENGAGEMENT & FEEDBACK

Three Open Houses

- Held in January, June, and November at Summit County Library Kamas Branch Auditorium
- 50-80 attendees at each Open House

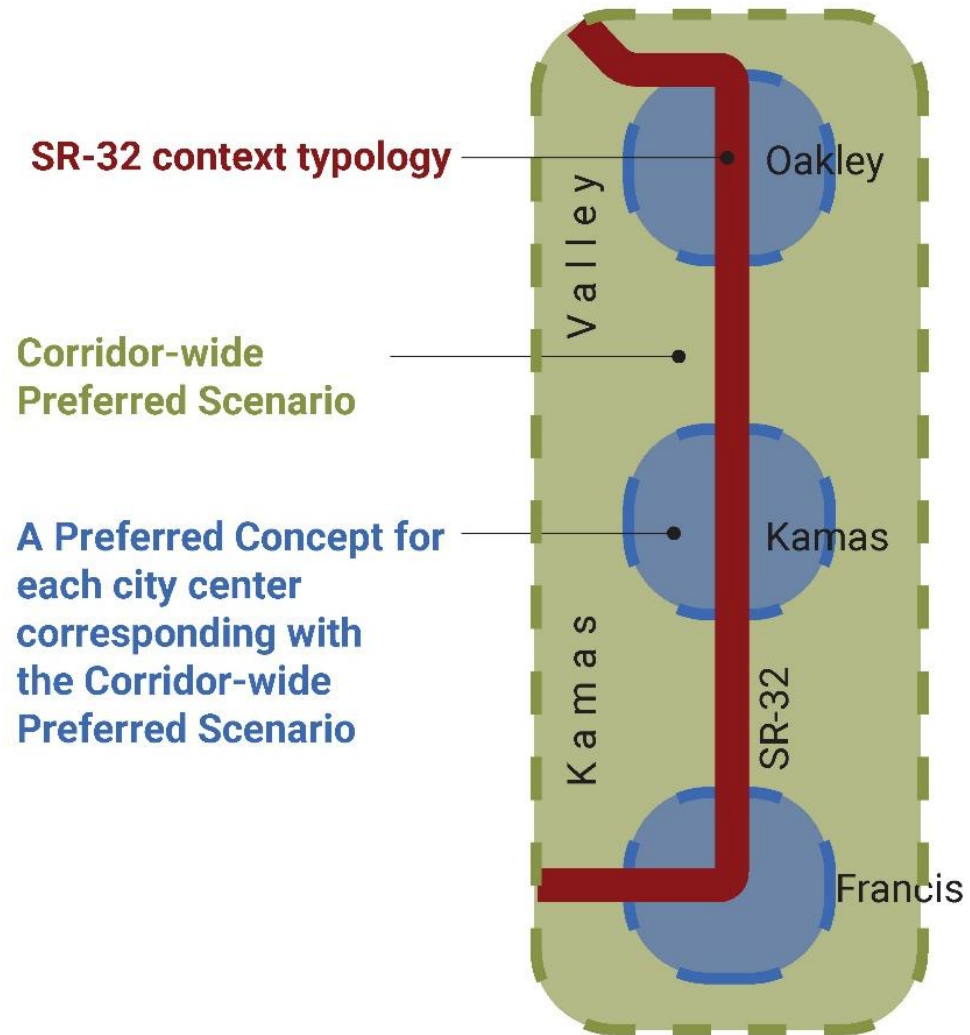


PUBLIC ENGAGEMENT & FEEDBACK

Two Surveys

- Initial survey on what works/doesn't work, hopes and concerns for SR-32: 328 total responses.
- Detailed survey on ideas and alternatives presented for corridor: 68 total responses.

DRAFT PLAN



CORRIDOR-WIDE PREFERRED SCENARIO

Five principles for preferred scenario

- Highway safety and context
- Growth in centers
- Preserve meadow
- Connected valleywide roads
- Comprehensive valleywide trail network

CORRIDOR-WIDE PREFERRED SCENARIO

Context Typology

- Open Space
- Traditional Agriculture Mixed Use
- Rural Community
- Rural Town Center

Growth and Preservation

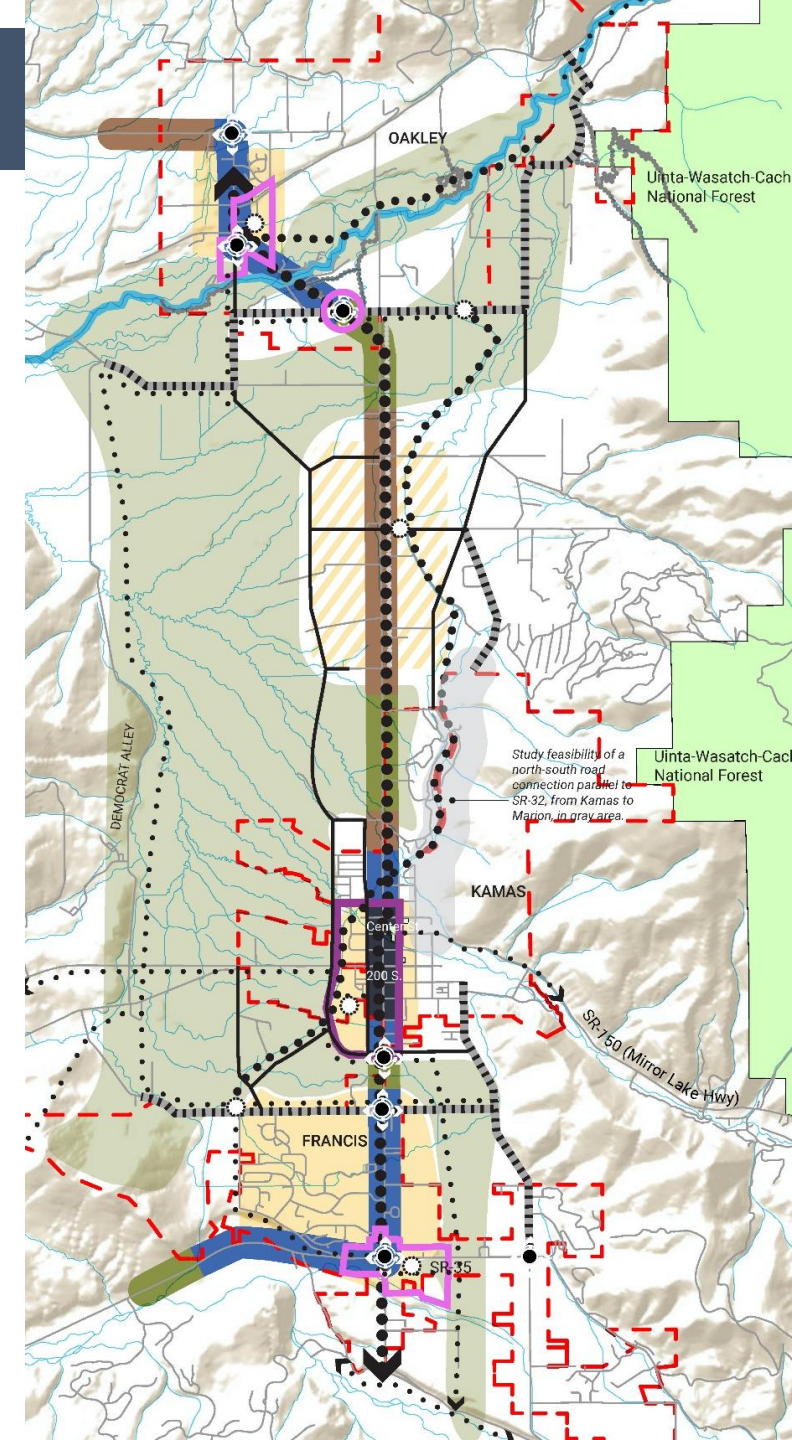
- Priority Open Space Preservation
- Priority New Residential Location
- Secondary New Residential Location

Centers

- Regional-Serving Center
- Local-Serving Center

Network

- New major street/road connection
- New minor street/road connection
- Improved road connection
- SR-32 Trail: Near-term
- Existing Trail
- Canal / Weber Trails: Mid-term
- Meadow trails: Long term/opportunistic
- Roundabout
- Rivers / Streams
- City Boundary
- Collector Road



CORRIDOR-WIDE PREFERRED SCENARIO

Key ideas

Major open space/agriculture preservation



The Draft Preferred Scenario is centered on the preservation and celebration of the Kamas Meadow and a system of connecting meadows running all the way from the Weber to Provo Rivers. While preserving these swaths of open space will be a challenge, creating such a vision would be an important first step before seeking to achieve it through policy, property negotiations, and other means.

CORRIDOR-WIDE PREFERRED SCENARIO

Key ideas

Trail along highway in different contexts



As the SR-32 Trail runs the length of the corridor from Oakley to Francis, it will need to adapt to different environments - such as residential, downtown, and open space.

CORRIDOR-WIDE PREFERRED SCENARIO

Key ideas

Variety of trail types



Trails in the Kamas Valley could be designed to serve a range of users with a range of surfaces and routes. In addition to paved multi-use pathways, trails could be gravel paths along the canal, dirt trails along the Weber River, and trails shared with equestrians.

CORRIDOR-WIDE PREFERRED SCENARIO

Key ideas

Mixed use development



Mixed use development is the idea of combining places to live and places to shop within one district - often a downtown. Mixed-use projects in the Francis, Kamas, and Oakley city centers could be one or two stories of apartments/condominiums over a ground floor of shops or restaurants, or homes and shops next to one another.

CORRIDOR-WIDE PREFERRED SCENARIO

Key ideas

Agriculture-oriented centers



The Draft Preferred Scenario includes opportunities for centers to include agriculture and agricultural visitation / "agri-tourism."

CORRIDOR-WIDE PREFERRED SCENARIO

Key ideas

Trail-oriented development



The Draft Preferred Scenario proposes a comprehensive network of connected trails that would run through a system of preserved meadows. In the city centers and in other locations, development could be oriented to the trails and trailheads - with trails serving new neighborhoods and businesses serving trail users.

CORRIDOR-WIDE PREFERRED SCENARIO

Key ideas

Mix of housing types



The Draft Preferred Scenario proposes much more housing in the Kamas Valley's City Centers, in order to accommodate growth while preserving open space. A way to do this in balance with the existing town character valued by the community is by mixing a range of housing types - single family homes, duplexes, triplexes, townhomes, accessory dwellings built behind houses, and multi-family buildings - to create an overall higher density and compact growth pattern that doesn't feel overwhelming.

CORRIDOR-WIDE PREFERRED SCENARIO

Key ideas

Adaptive reuse

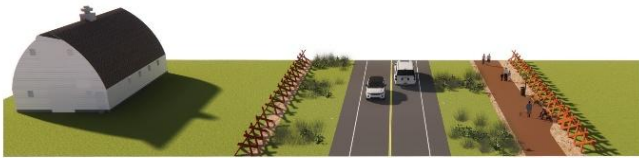


Historic buildings such as agricultural sites and downtown storefronts offer the opportunity to preserve them while giving them new life as part of newer development projects with uses that could attract visitors.

CONTEXT TYPES

- A way to unify transportation and land use on SR-32.
- Categories based on different types of places along SR-32.
- Balances State Highway and Main Street functions of SR-32.

Open Space



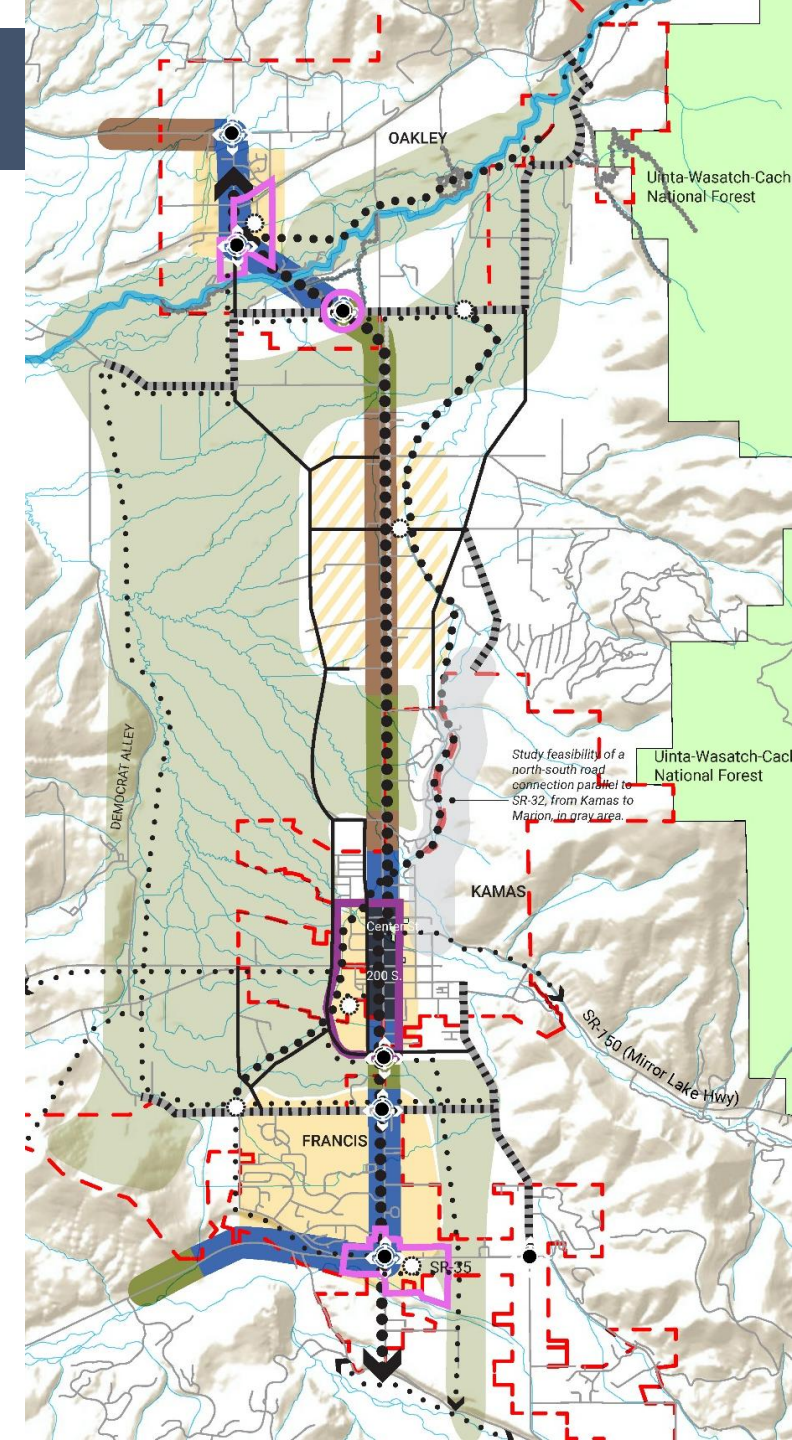
Traditional Agricultural Community



Rural Community



Rural Town Center

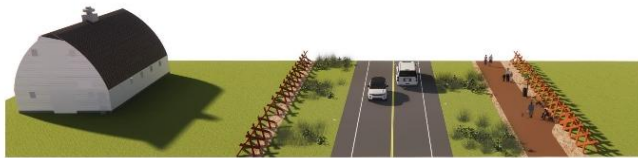


CONTEXT TYPES

Each context includes:

- High-level SR-32 typical generalized cross section, with trail integration and variations/ options where appropriate
- Recommended target speed (order of magnitude or range)
- Streetscape features
- Pedestrian crossing guidance
- Typical/recommended land uses
- Building orientation/development standards
- Block lengths/street network characteristics

Open Space



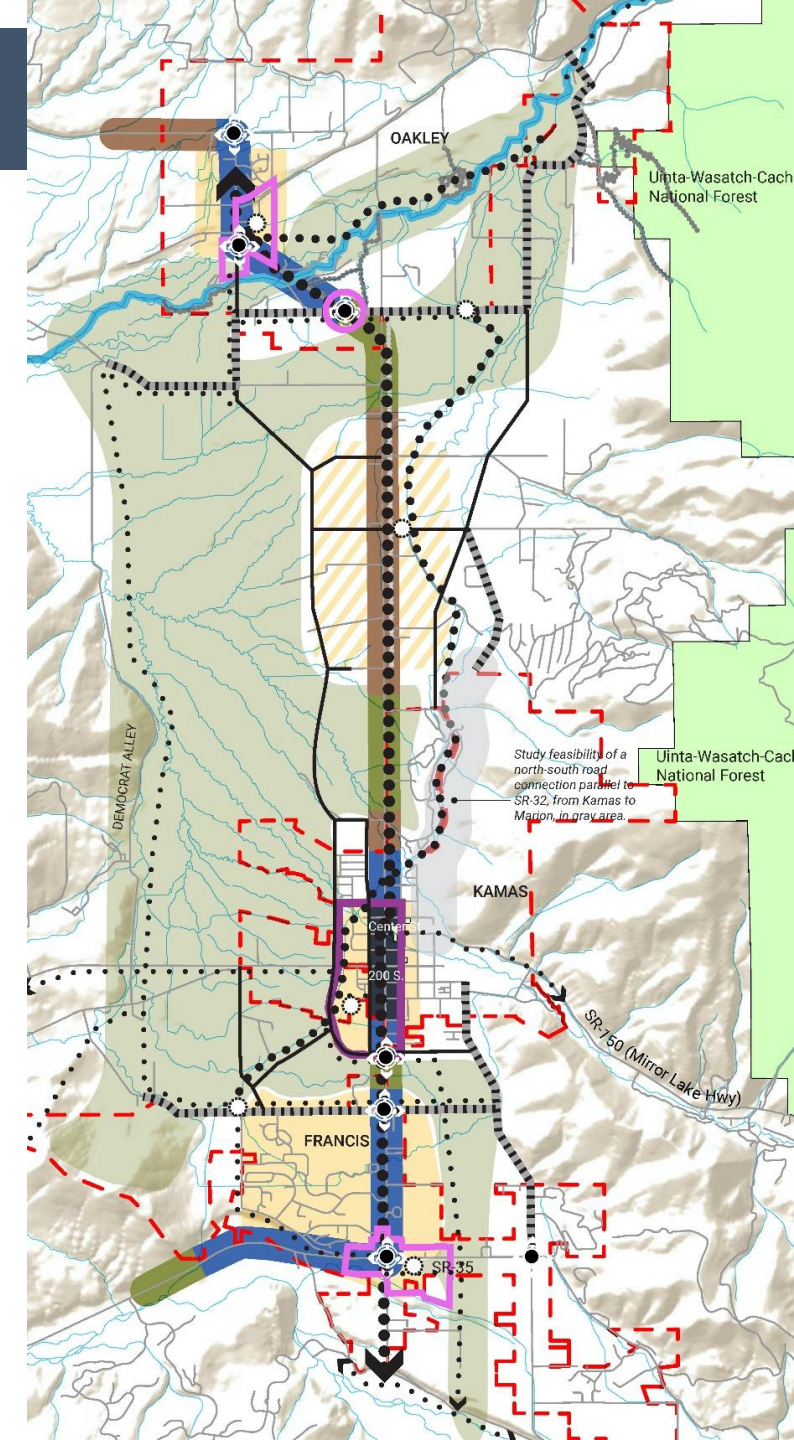
Traditional Agricultural Community



Rural Community



Rural Town Center



OPEN SPACE CONTEXT

AGRICULTURAL USE

CONSISTENT RURAL DESIGN ELEMENTS

CONSISTENT SHOULDER

WIDE BUFFER/ DRAINAGE SWALE

SHARED USE PATH WITH SHOULDER

TRAIL WAYSIDE

PRESERVED OPEN SPACE

OPEN SPACE / AGRICULTURAL USE

8-10'

11 - 12'

11 - 12'

8-10'

15 - 25'

12 - 14'

2-6'

Swale / Rural Drainage

Concrete Shoulder

Shared Purpose Lane

General Purpose Lane

Concrete Shoulder

Swale / Rural Drainage

Shared Use Path

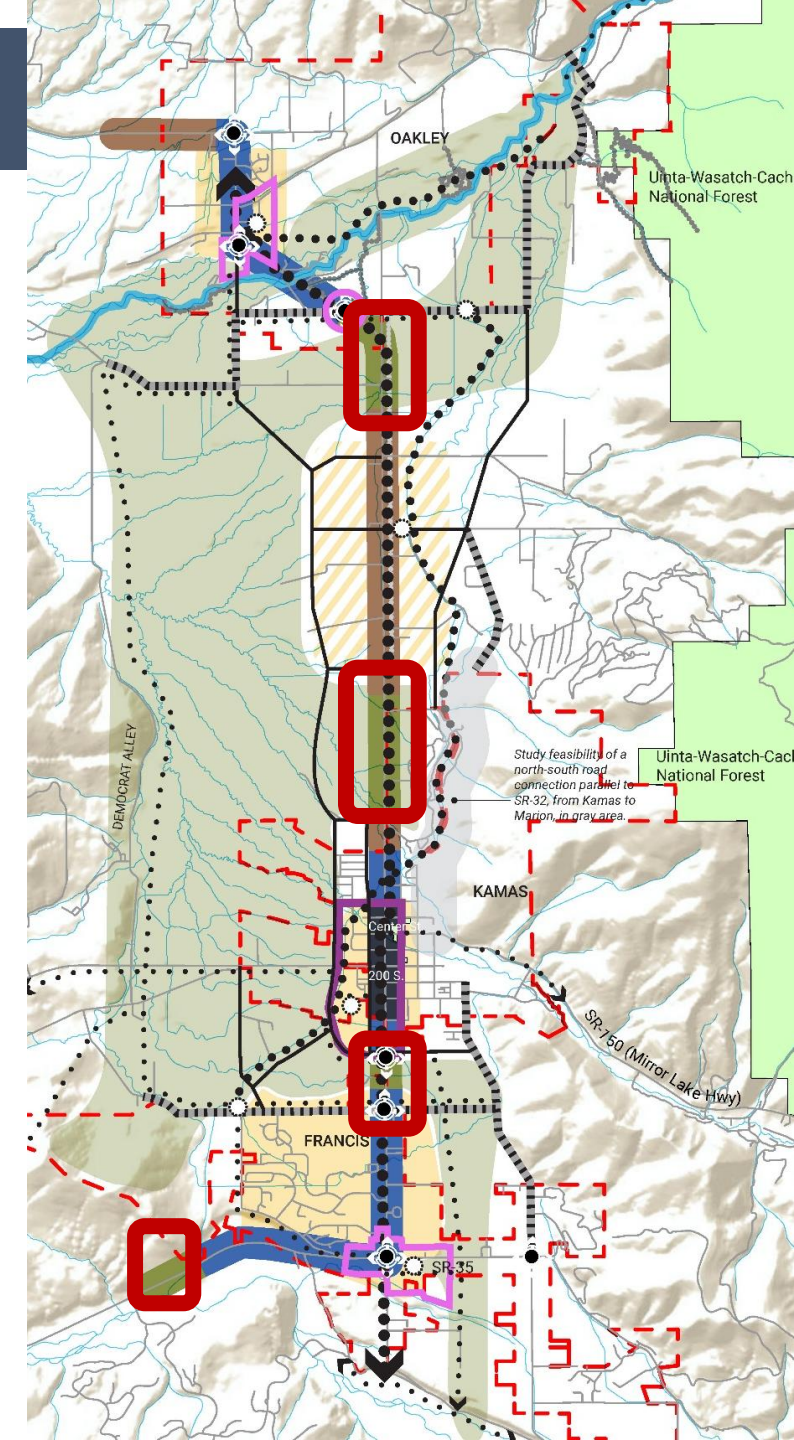
Trailside Turnoff - Right Shoulder

PRESERVED OPEN SPACE

Roadside

Roadway

Pedestrian Realm



CONTEXT TYPES

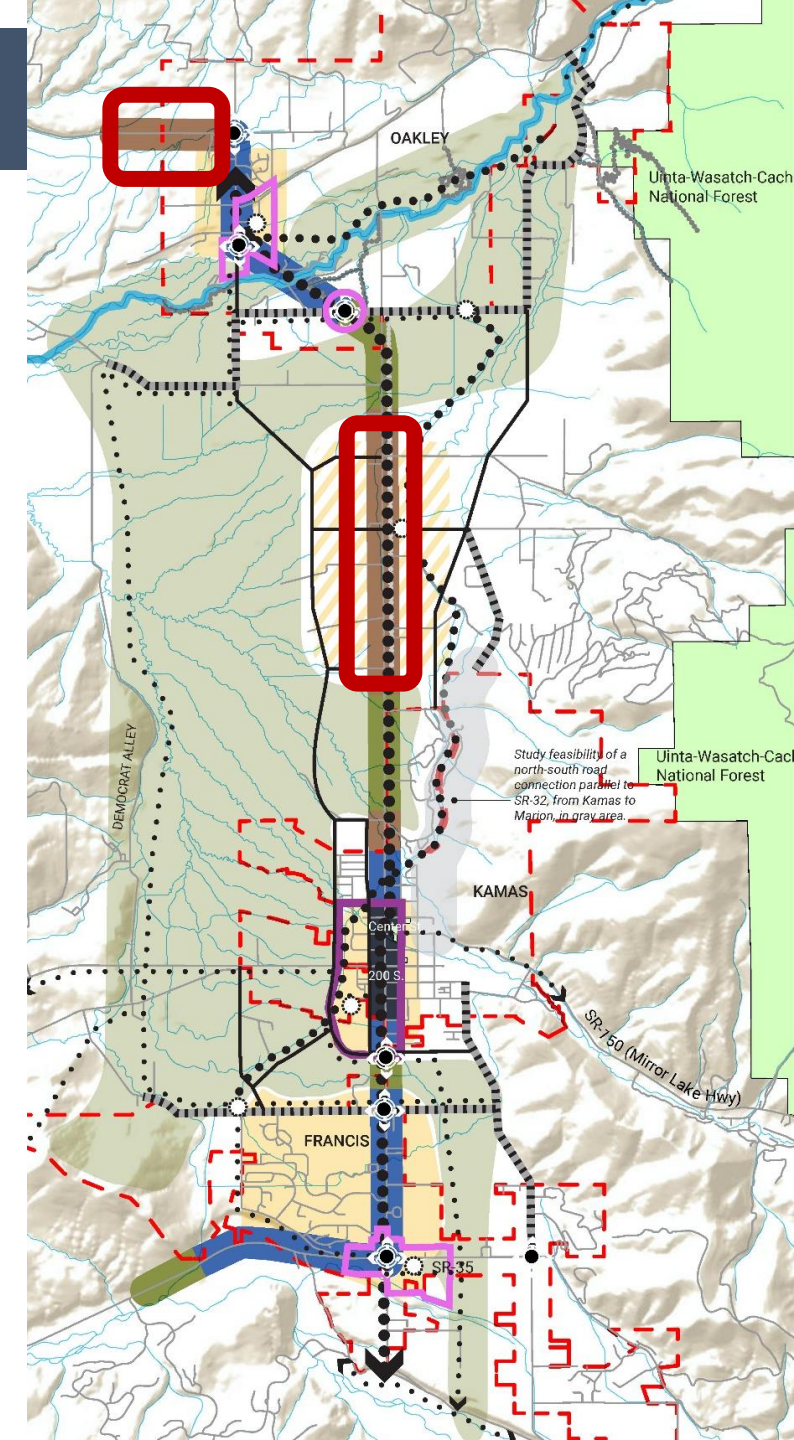
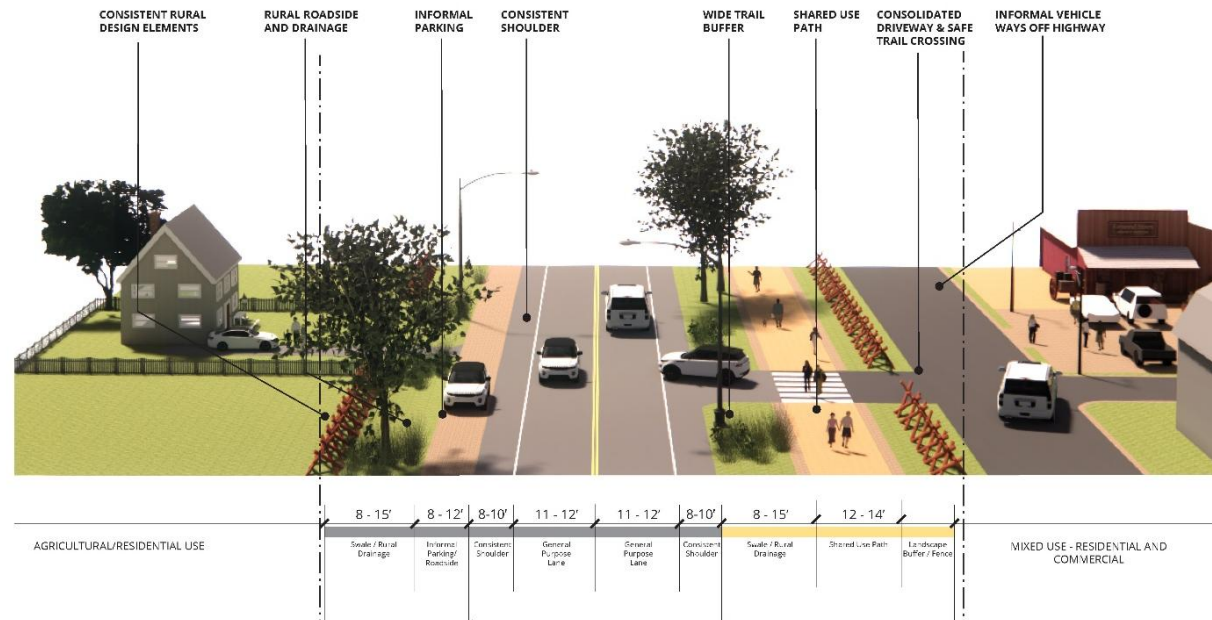
TRADITIONAL AGRICULTURAL COMMUNITY CONTEXT

Segments outside of the valley's towns defined largely by the traditional rural settlement pattern of relatively spread-out homes and agricultural fields, as well as commercial enterprises and working farms mixed in. More emphasis on buildings directly along the highway, with associated yards and driveways. This context emphasizes the rural lifestyle.



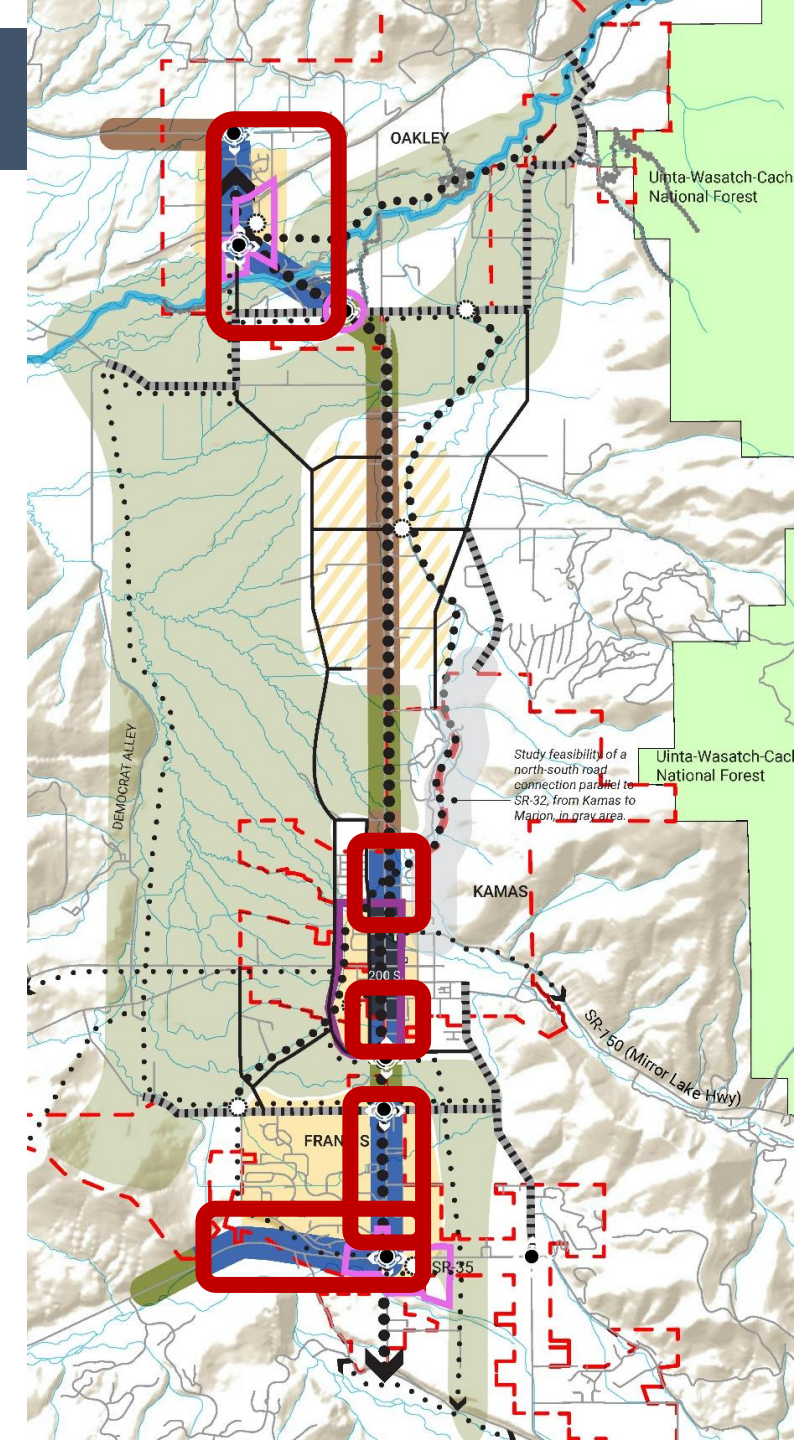
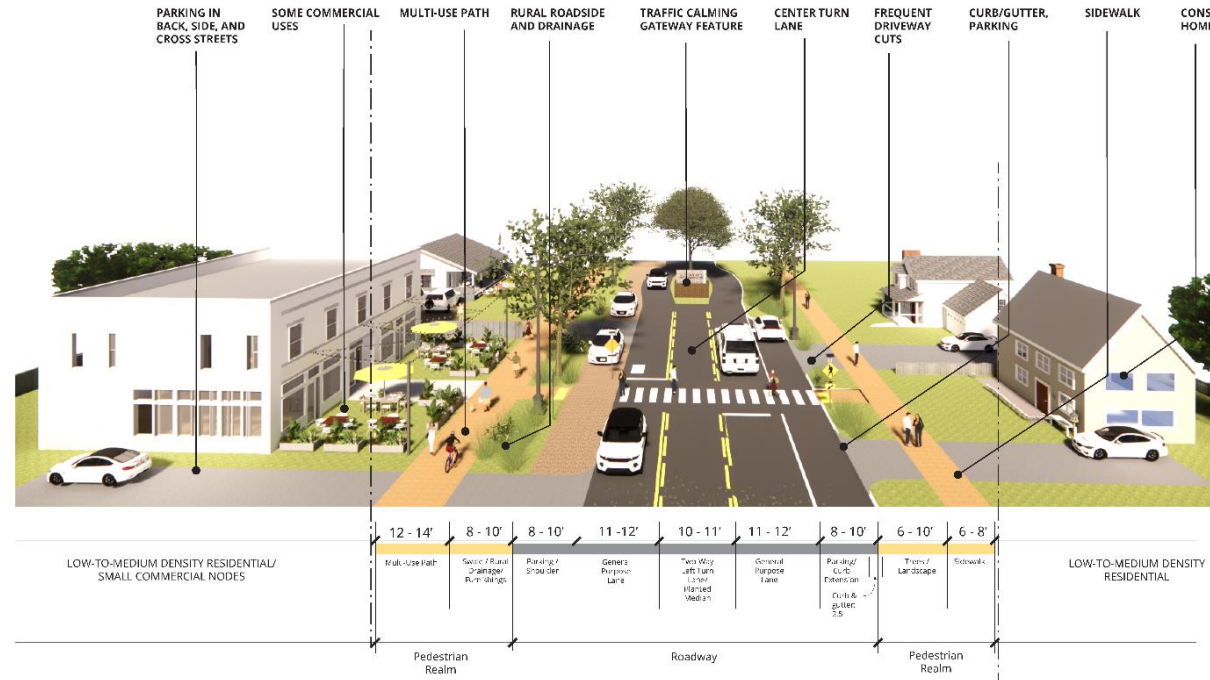
Traditional Agricultural Community

Example Cross Section SR-32



RURAL COMMUNITY CONTEXT

Example Cross Section SR-32



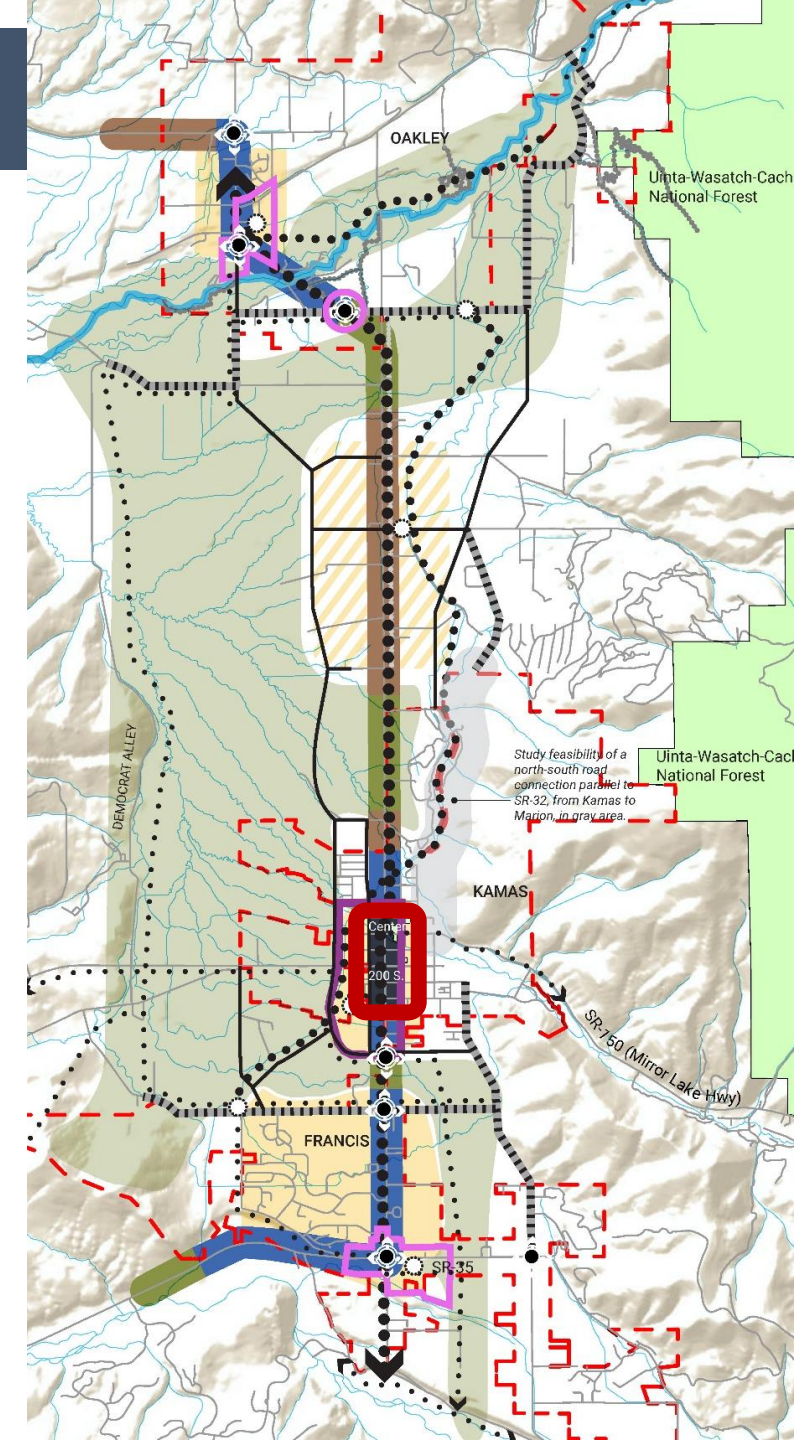
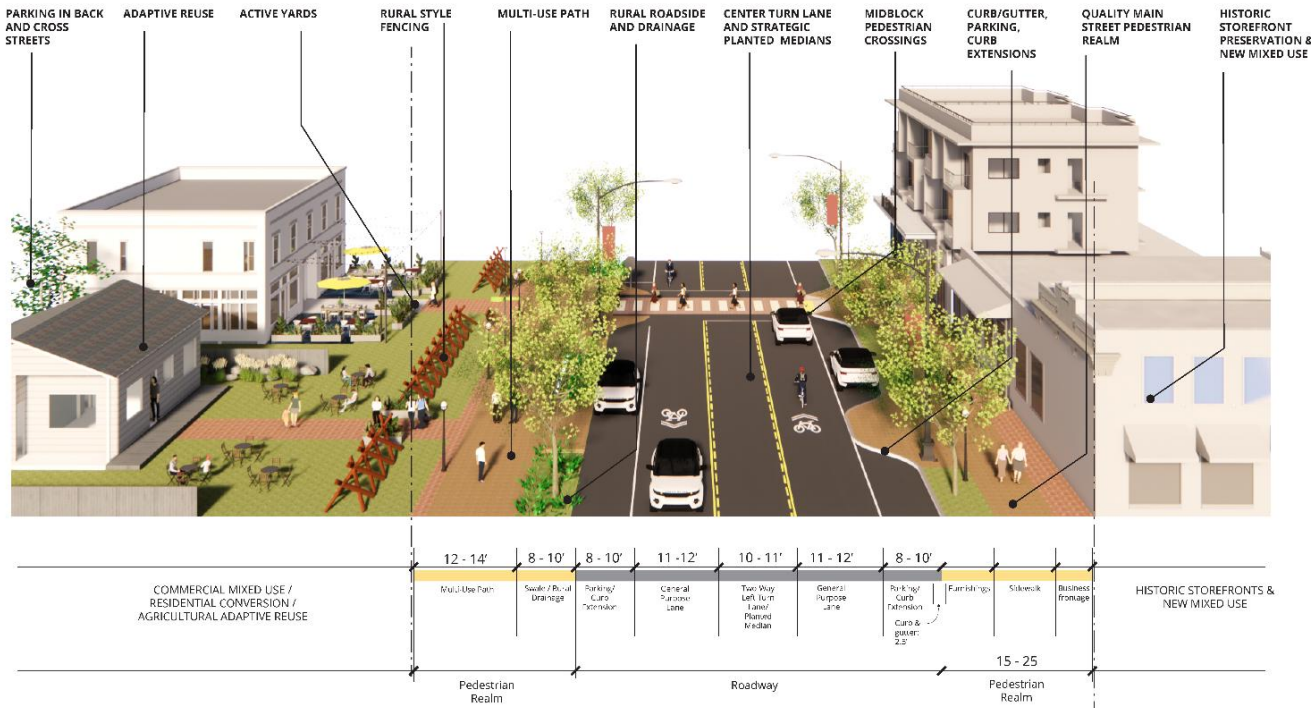
CONTEXT TYPES

RURAL TOWN CENTER CONTEXT

The core of a community; a walkable environment among a wide mix of uses; the most multi-modal parts of the corridor, where conflicts need to be thought-out and addressed. Community gathering places and public space need to be integrated.

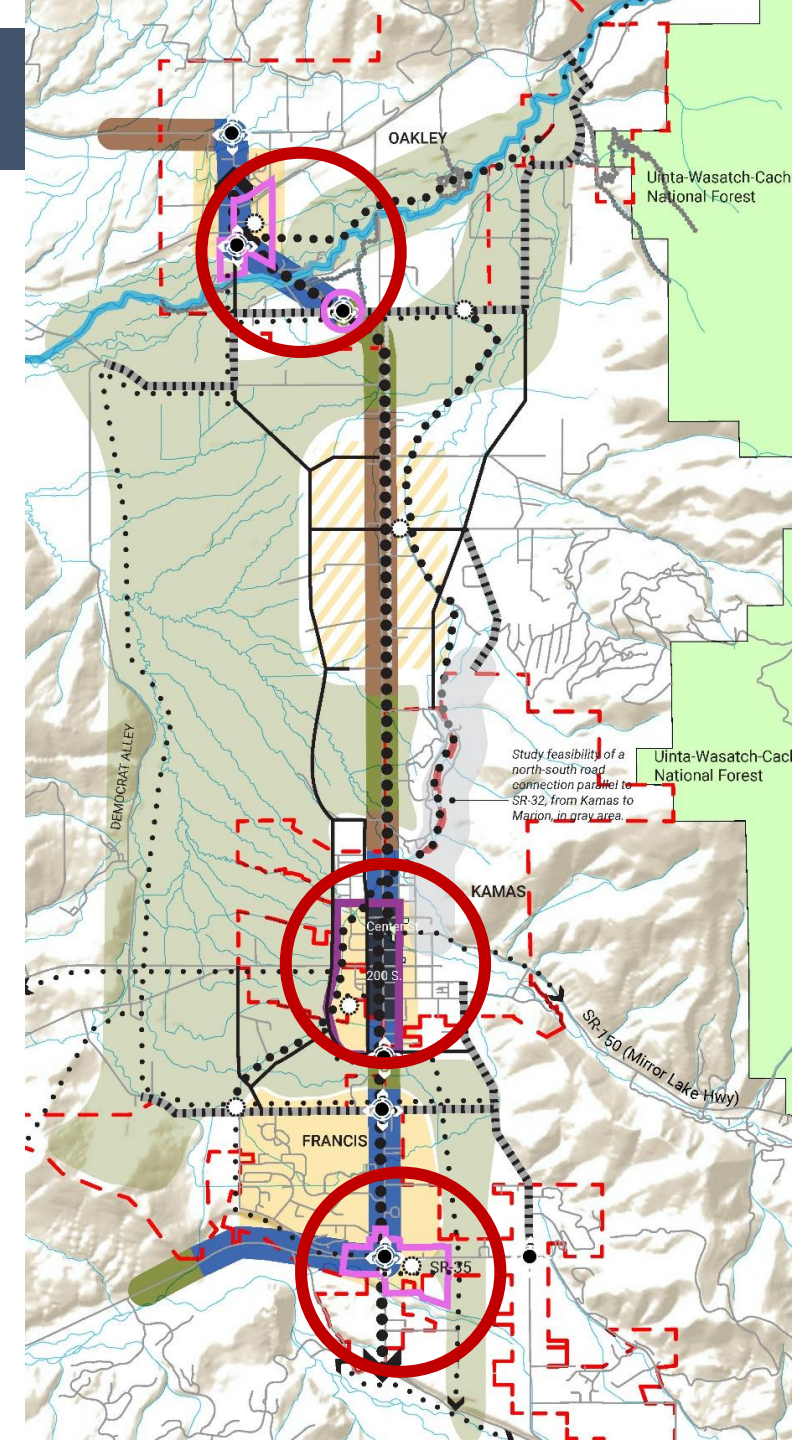


Rural Town Center Example Cross Section SR-32



CITY CENTERS

- The Draft City Center Concepts show proposed directions for the future of the downtowns of Oakley, Kamas, and Francis.
- They follow the general themes of the Draft Preferred corridor-wide scenario, incorporating the specific opportunities for each center.



CITY CENTER CONCEPTS

The Draft Proposed City Center Concepts show proposed directions for the future of the downtowns of Oakley, Kamas, and Francis. They follow the general themes of the Draft Preferred corridor-wide scenario, incorporating the specific opportunities for each center.

Below are summaries of the range of land uses proposed for the City Center concepts.

MSF

Mixed Single Family Residential

Preservation of residential neighborhood of primarily single family homes, similar to smaller-lot single family densities currently existing in city centers - but allowing/promoting mixing in of attached single family housing as well.



MR

Medium Residential
"Missing Middle"

Residential neighborhood of diverse types of single family homes - such as townhouses, duplexes, courtyard homes, and accessory dwelling units - as well as condos/apartments, to allow for more housing in the city center while preserving valued aspects of community character.



C

Commercial

Traditional commercial area in city center, with focus on community- or regional-serving businesses. Walkable to the degree possible, with parking in back, on side, or on street.



C/I

Civic/Institutional

Civic or institutional uses critical to city centers such as a city hall or library, oriented to the street in a walkable, welcoming way.



MU

Mixed Residential/
Commercial

Mixed-use district of homes (single family and multifamily) and community-oriented businesses. These uses might be mixed with the commercial on the bottom and residences on top, or the businesses next to the residences. Emphasis on creating walkability, with parking in back or on street, and welcoming doors/windows on the sidewalk.



RMU

Rural Mixed Use

Mixed-use district of homes (single family and multifamily), community-oriented businesses, recreation, and agriculture, at a lower density than the MU areas but with an emphasis on creating walkability, with safe and comfortable street and path connections and active building fronts and yards.



P

Park

Park of any of a range of scales, from pocket parks to city park to regional serving park or rodeo grounds.

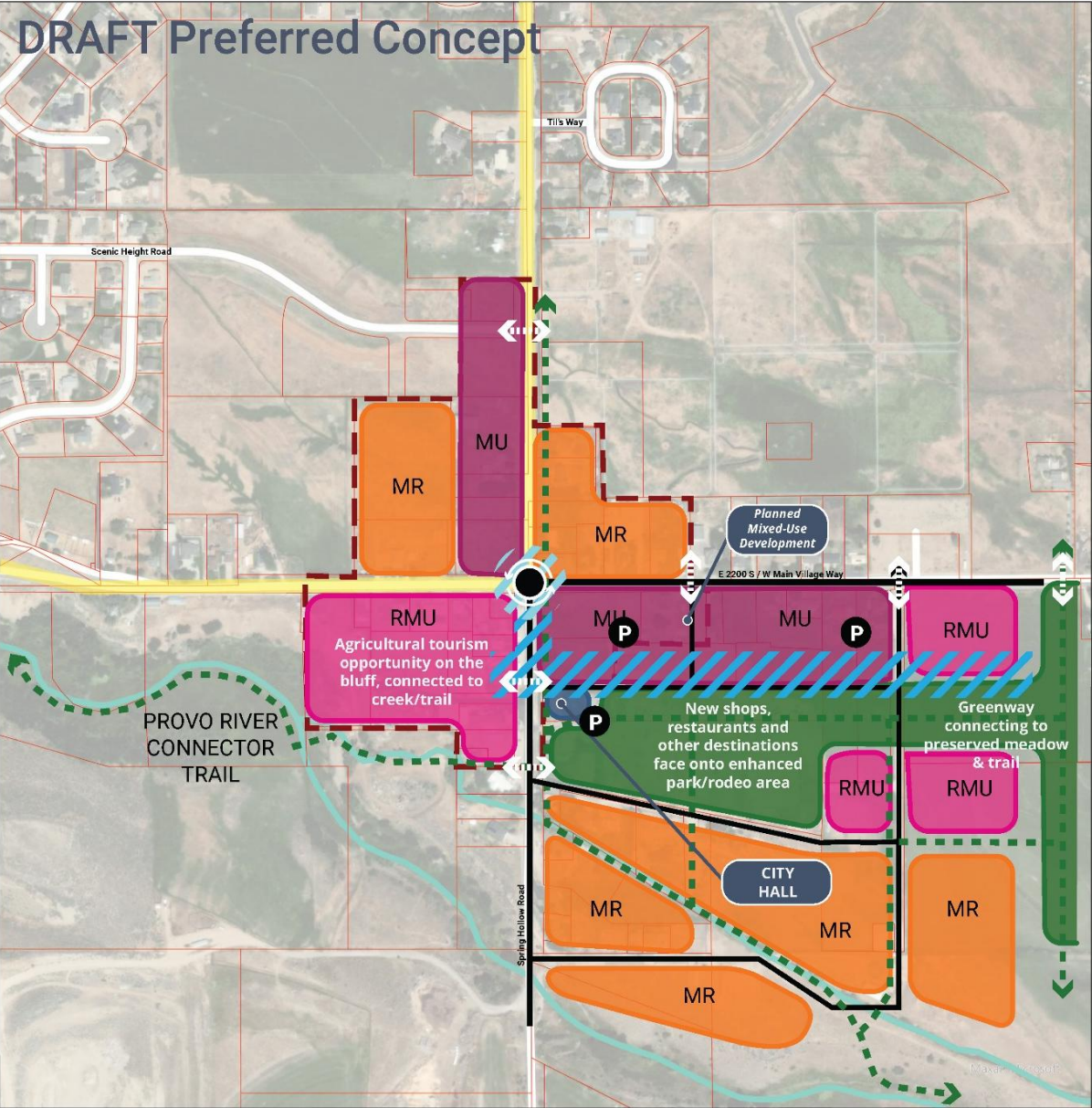


Walkable City Center Core

A special overlay on the other land uses (often mixed use) that signifies the core of the city center - a place people are drawn to by welcoming destinations, public gathering spaces, and a comfortable, vibrant pedestrian environment.



Francis City Center



- Current City Center Boundary
- SR 32
- Roads
- Parcels
- Streams
- River
- MSF
- Mixed Single Family Residential

MRMURMUCC/IPPlanned or proposed trailKey recommended street connection

- Walkable City Center core: "Main Street"
- Other important walkable destination area & placemaking investment
- Potential roundabout
- Improved existing / New marked pedestrian crossing



SR-32

SR-35

Balanced highway corridors

Feasible/
affordable
commercial
development

Mixed-use city center core focused
on city park

Preserve and
integrate open
space to east

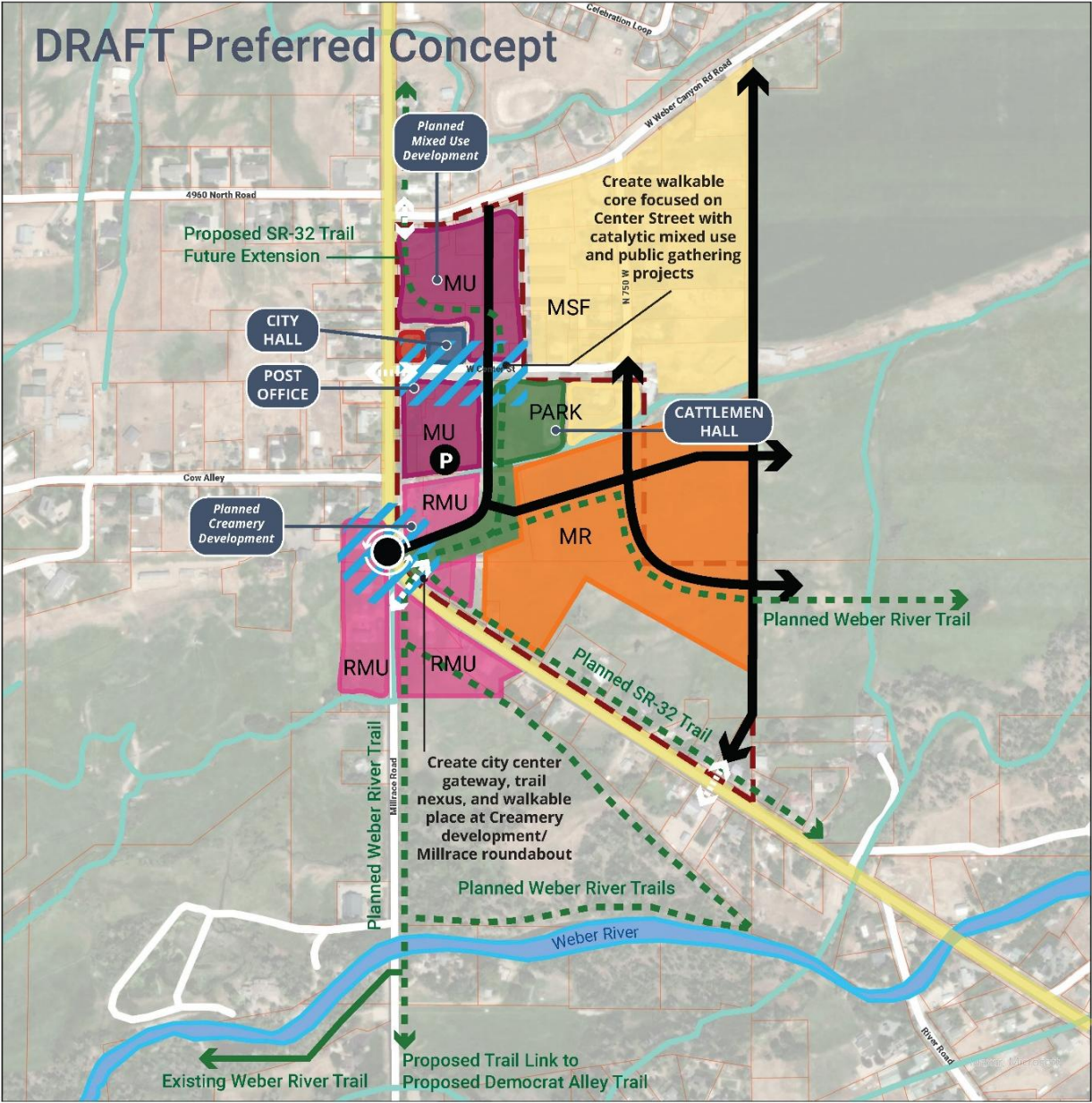
Connected street network

A walkable Spring
Hollow Road

Moderate-density residential
areas and affordability

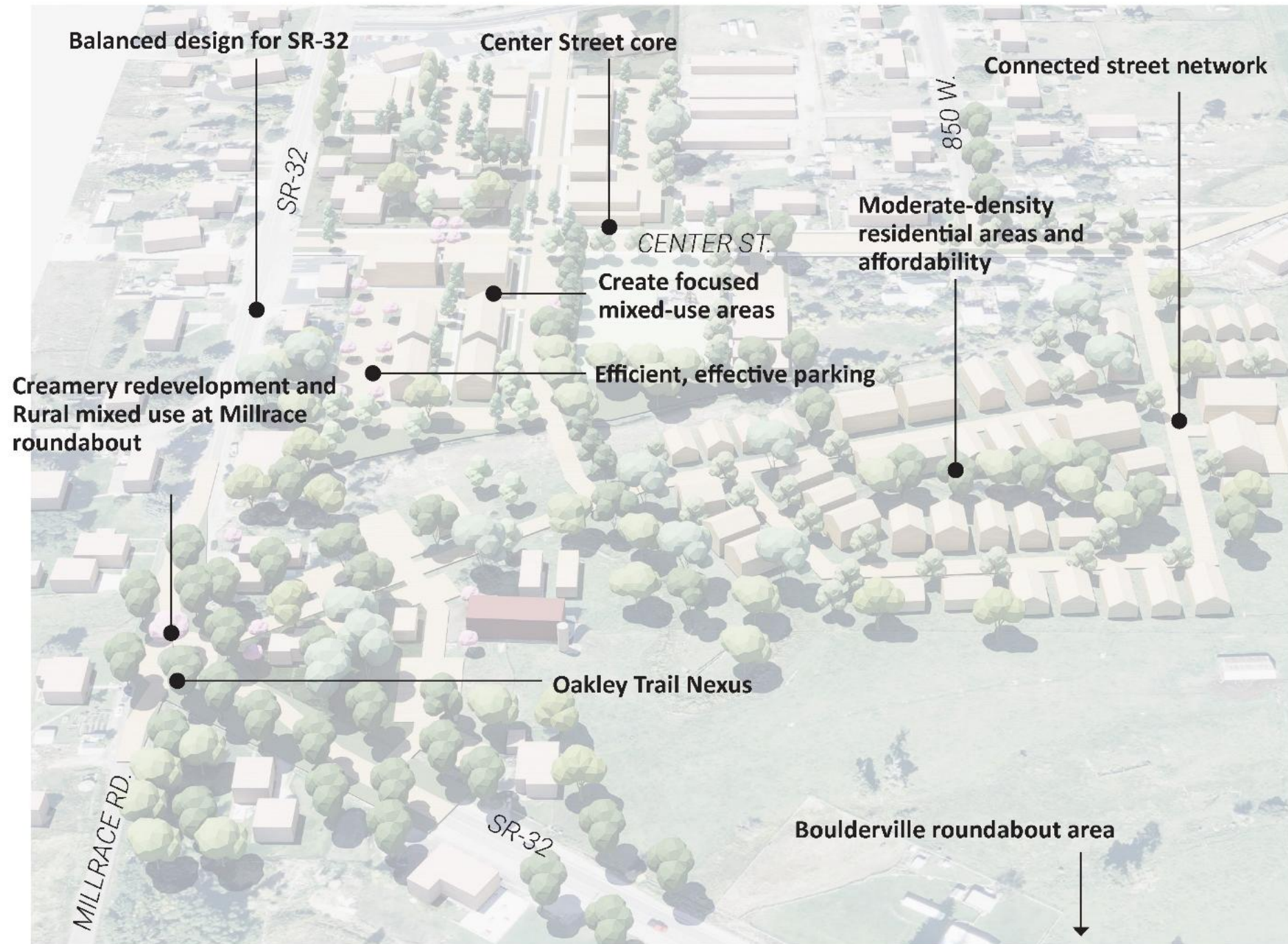
SPRING HOLLOW RD.

DRAFT Preferred Concept

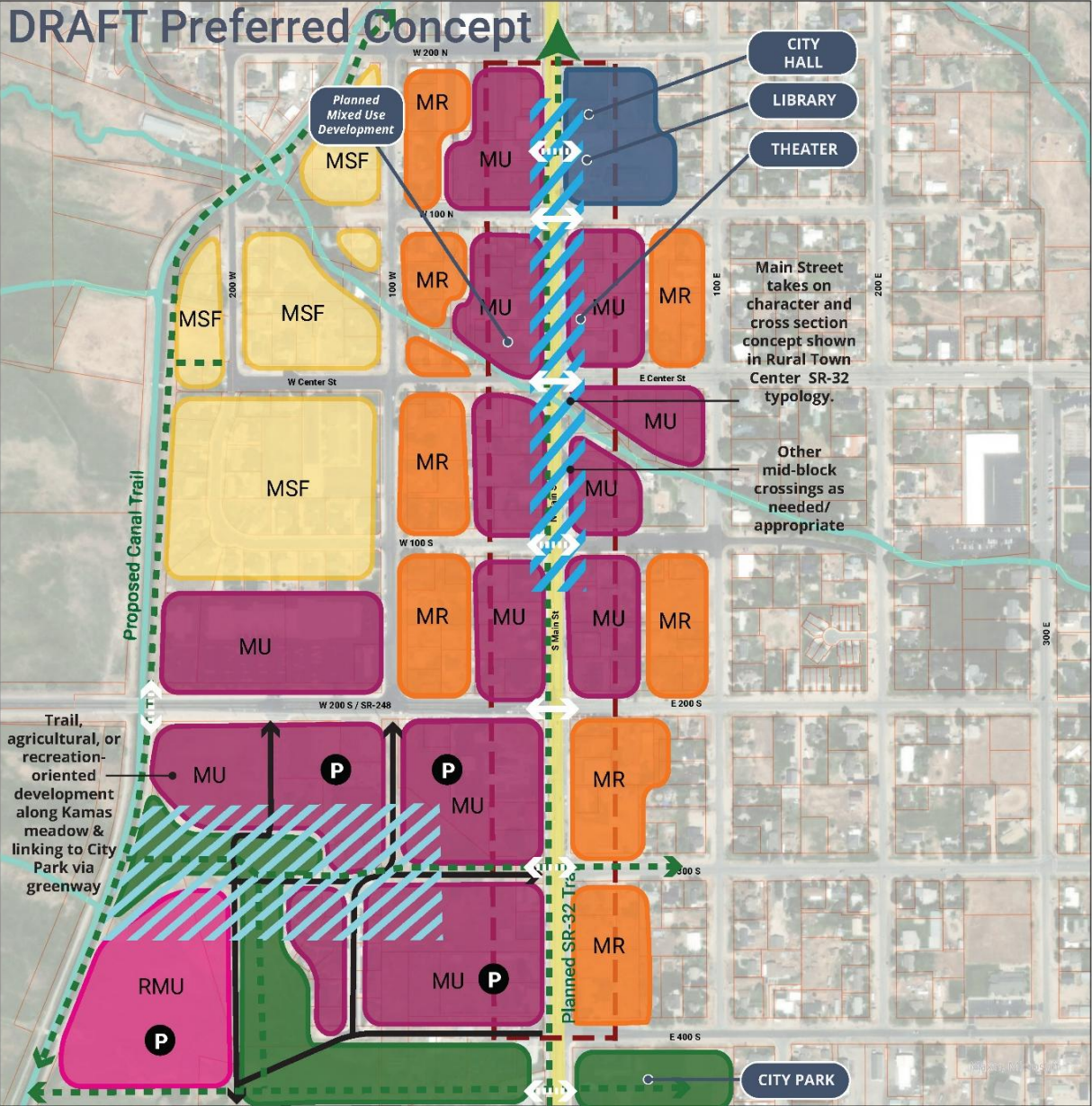


- Current City Center Boundary
- SR 32
- Roads
- Parcels
- Streams
- River
- MSF Mixed Single Family Residential
- MR Medium Residential
- MU Mixed Residential/Commercial
- RMU Rural Mixed Use
- C Commercial
- C/I Civic/Institutional
- P Park
- Planned or proposed trail
- Key recommended street connection

- Walkable City Center core: "Main Street"
- Other important walkable destination area & placemaking investment
- Potential roundabout
- Improved existing / New marked pedestrian crossing



Kamas City Center



Current City Center Boundary

SR 32

Roads

Parcels

Streams

River

MSF

Mixed Single Family Residential

MR

Medium Residential

MU

Mixed Residential/Commercial

RMU

Rural Mixed Use

C

Commercial

C/I

Civic/Institutional

P

Park

Planned or proposed trail

Key recommended street connection

Walkable City Center core: "Main Street"

Other important walkable destination area & placemaking investment

Potential roundabout

Improved existing / New marked pedestrian crossing

Expand moderate-density residential areas and promote affordability

Increase walkability of Main Street

100 W.

Enable Main Street corridor redevelopment

Feasible/affordable commercial development

SR-32 / MAIN ST.

Improve multi-modal connections among areas of the City Center

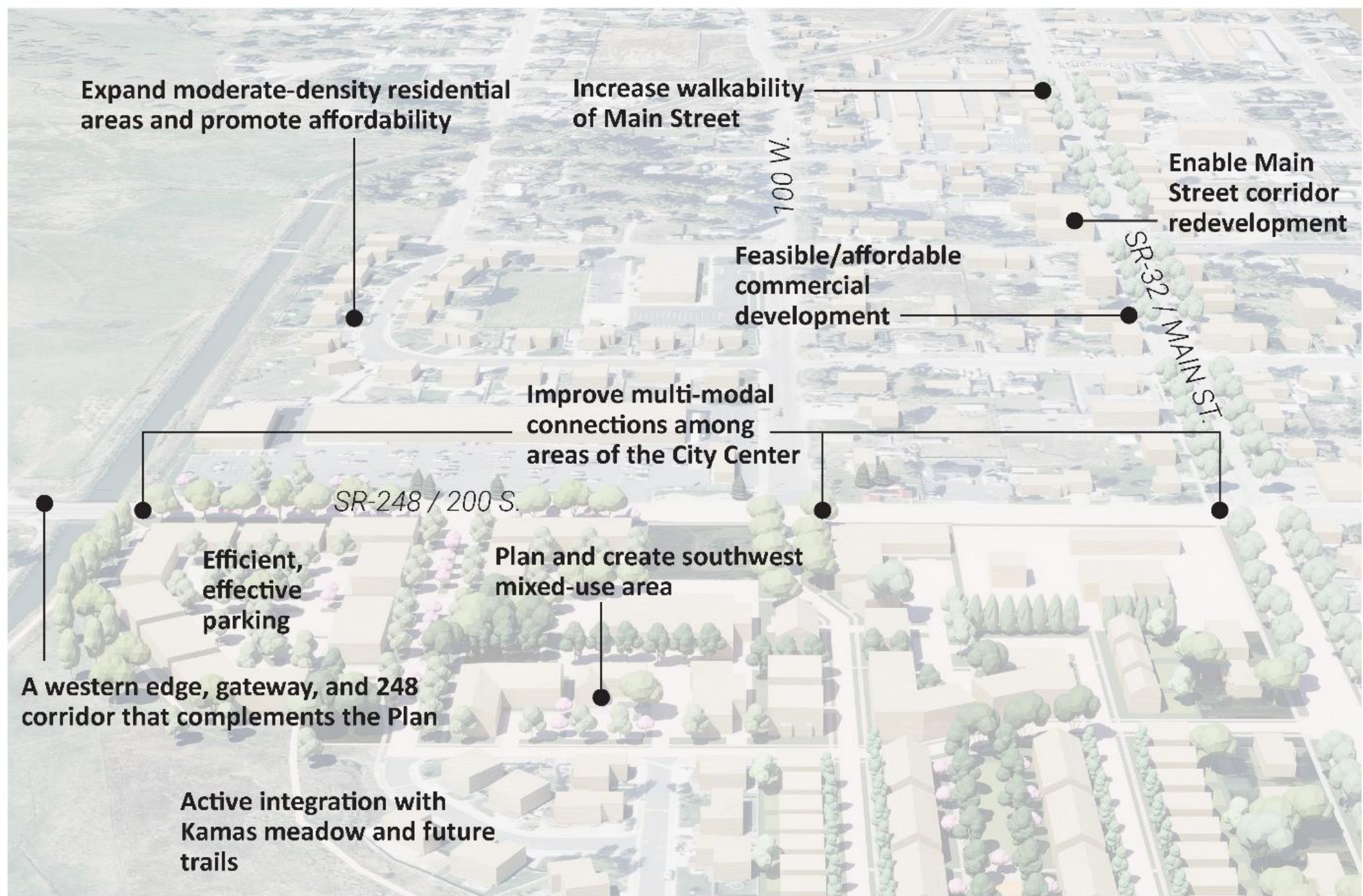
SR-248 / 200 S.

Efficient, effective parking

Plan and create southwest mixed-use area

A western edge, gateway, and 248 corridor that complements the Plan

Active integration with Kamas meadow and future trails



IMPLEMENTATION STRATEGIES

To implement the Preferred Corridor Concept and City Center Plans over the next approximately 10 to 20 years, the six project partners - Oakley, Kamas, Francis, Summit County, Utah Department of Transportation (UDOT), and Mountainland Association of Governments (MAG) - can consider the following overall steps:

STEP
1

Amend General Plans, Transportation Master Plans, and other **major community, regional, and statewide plans** to incorporate the Preferred Concept. Develop memorandum of understanding (MOU) to adopt the context types.

STEP
2

Continue moving forward as planned with the **SR-32 Trail design and construction**, ideally with recommended design aspects. Ideally, the last segment through Kamas City Center coincides with Step 7. Continue moving forward with Weber-Provo Diversion Canal Trail vision and eventual project.

STEP
3

City and County partners pursue **zoning, development standard, and other code changes** to enact the recommended SR-32 context typology, city center plans and recommendations, and open space preservation to enable new development.

STEP
4

Pursue the **basic highway safety measures** as a quick-win capital project to achieve a key corridor goal.

IMPLEMENTATION STRATEGIES

To implement the Preferred Corridor Concept and City Center Plans over the next approximately 10 to 20 years, the six project partners - Oakley, Kamas, Francis, Summit County, Utah Department of Transportation (UDOT), and Mountainland Association of Governments (MAG) - can consider the following overall steps:

STEP
5

Undertake **key studies and follow-up plans** such as the valleywide trails plan described in the implementation measures; more detailed city center plans; research on the best open space preservation opportunities; and opportunities such as trail oriented communities and agricultural visitation.

STEP
6

Local jurisdictions consider **joint development projects** catalyzing the city center visions and zoning and recruiting specific businesses. Project partners pursue selected preservation strategies and campaigns.

STEP
7

Pursue one or more **major capital improvement projects on SR-32** incorporating the recommended roundabouts and context type recommendations.

STEP
8

Pursue the **new road links** as capital improvement projects, unless they are able to be implemented earlier in association with new developments. Incorporate pathways and trails to flesh out the network according to the plan.

NEXT STEPS

- Adopt SR-32 plan to guide future planning efforts.
- Update Transportation Master Plan including:
 - Street Master Plan with new street connections
 - Trails Master Plan
 - Consider updating local street standards to include traffic calming measures around center
- Create new zoning categories near center (rural mixed-use and medium residential).
- Update zoning map to adopt new center boundaries and locations for new zoning categories.
- Coordinate with Kamas to possibly amend annexation declaration maps to preserve open space between our cities.

Thank you!

