Existing on-ramps at Pearl St. and Butternut St. would be replaced with a single on-ramp at Pearl St.

Butternut Street Bridge would be reconstructed

Proposed canal-themed district, bordered by Salina St. to the west, Erie Blvd. to the south, State St. to the east, and E. Willow St. to the north, centered on the historic confluence of the Oswego and Erie Canals. New city blocks: Oswego Blvd. from E. Willow to James Sts.; Pearl St. from E. Willow St. to Erie Blvd. would be reinstated as they were historically.

New path would be built along west bank of Overhead Creek between Erie Blvd. and Evans St.

West St. overpass would be removed. The interchange would be reconstructed and reconfigured.

West St. would be lowered to meet Genesee St., creating an intersection.

New entrance ramp to northbound BL 81 connecting to Crouse St., James St., and E. Willow St.

New exit ramp from southbound BL 81 connecting to Crouse Blvd., James St., and E. Willow St.

Evans St. would be widened to accommodate bicycle and pedestrian use, as well as a landscaped median about 18 to 29 feet wide.

Proposed West St./Franklin St. and Clinton St./Salina St. off-ramps would be replaced with a two-lane off-ramp, one lane leading to Oswego Blvd. and one lane leading to Clinton St., providing access to Franklin St. via Webster's Landing.

Existing off-ramps at Pearl St. and Butternut St. would be replaced with a single on-ramp at Pearl St.

New I-690 interchange at Crouse and Irving Avs. would provide direct connection to University Hill.

The portion between existing I-81 Exit 16A and Exit 29 would be re-designated as Business Loop 81.

 Existing speed limit for I-690 would be 55 mph (currently posted at 45 mph).

Because of a continuous median, only right turns would be possible to Madison St., and to and from Monroe St.; no pedestrian crossings.

BL 81 would pass beneath new railway bridge, now located at Fenwick Ave. Motorists from the south would access University Hill via Van Buren St.

Harrison St. and Adams St. west of Almond St. would be converted from one-way to two-way streets.

Almond St. would be reconstructed as a boulevard with bicycle and pedestrian enhancements, as well as a planted median about 18 to 29 feet wide.

New exit ramp from southbound BL 81 connecting to E. Willow St., James St., and Erie Blvd.

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Harrison and Adams St. section of Almond St. would be converted from one-way to two-way streets.

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