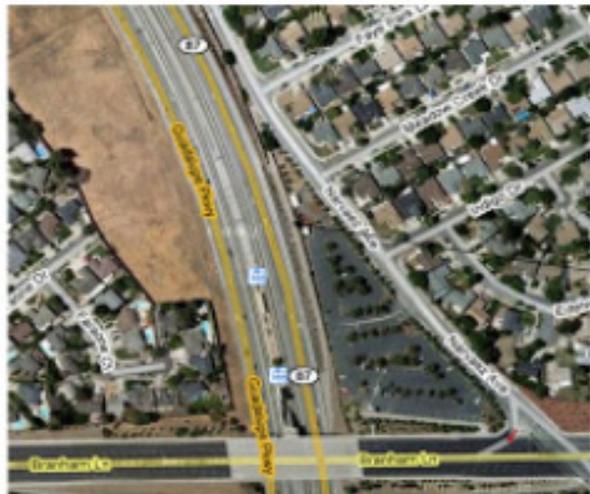


aerial overview of path route

Pathways on the freeway side of soundwalls:



Examples in Santa Clara County of pathways on the freeway side of soundwalls in Caltrans ROW



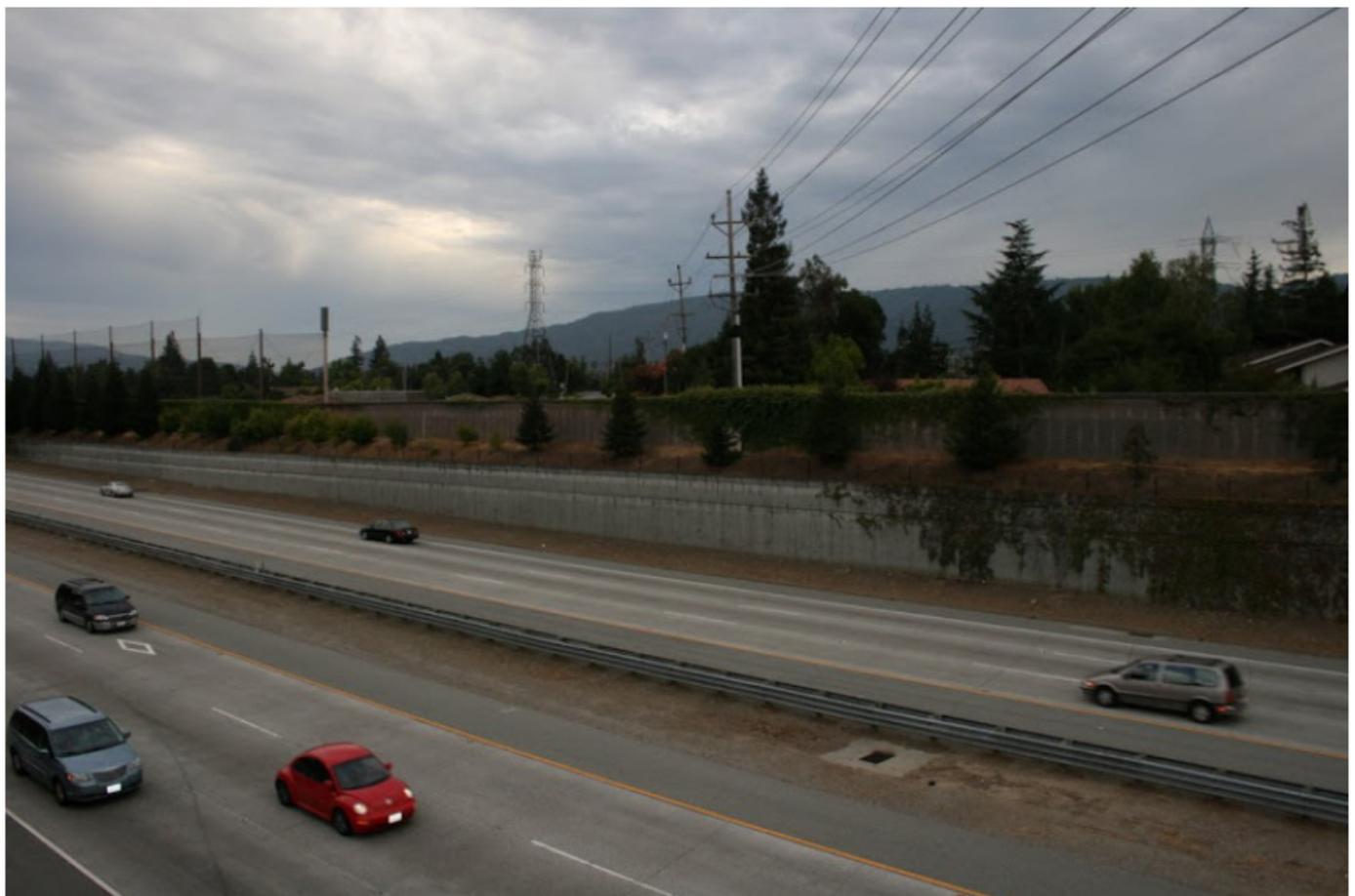
northward from the Park, freeway sound wall at turn of Glen Brae - sidewalk already in place



20 yards of path needed to reach wall opening



Wall opening (locked sliding door - probably to be enlarged)



Wall opening is where utility pole is in the photo



panning to the left



Path along inside of sound wall across the way



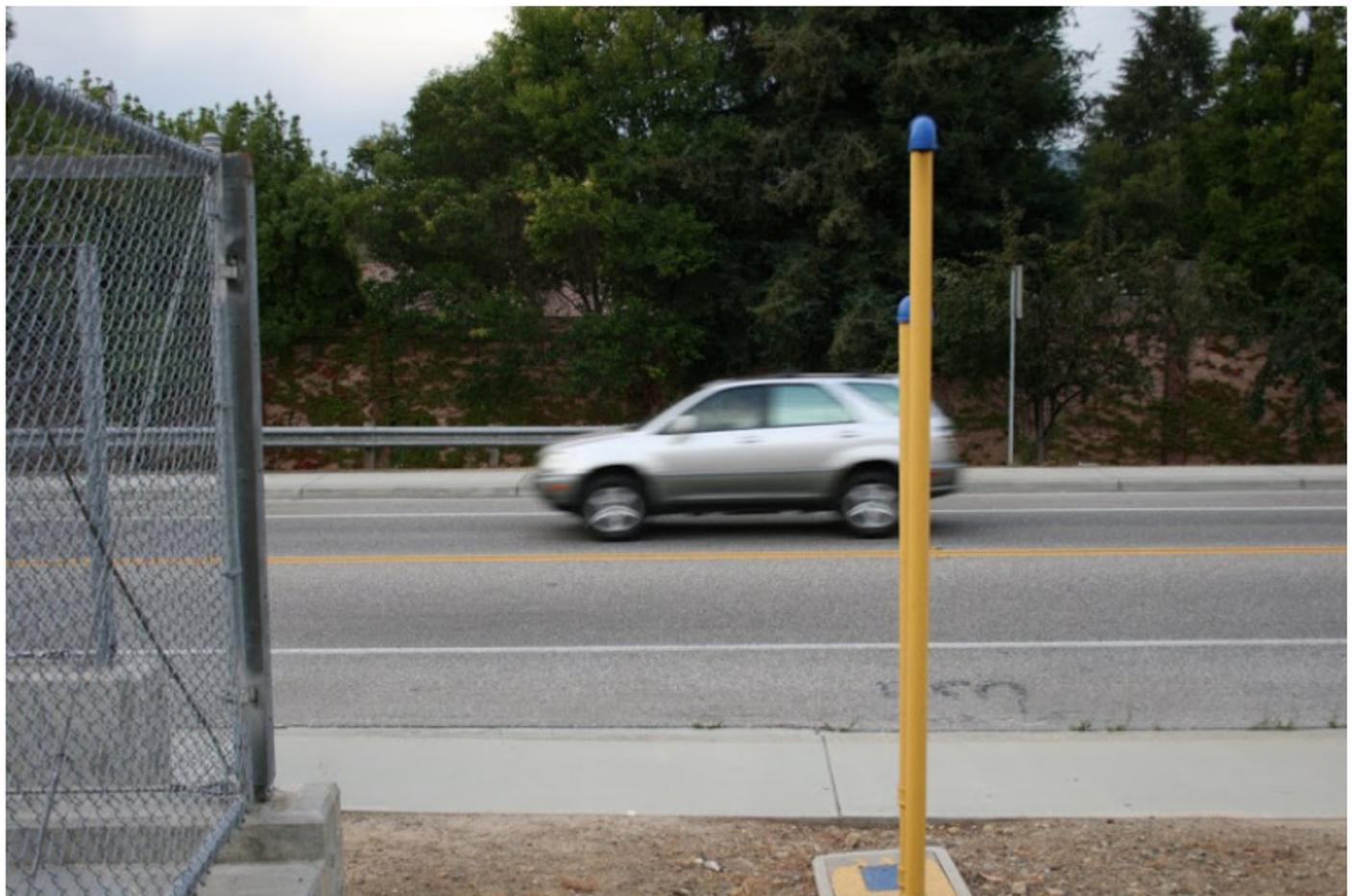
Path would border wall on freeway side - there is enough room for the trees to remain



Detail of Cox interface



Closer view - guard rail will likely remain - subsequent photos will show why



Notice that the guard rail on doesn't extend past where the crosswalk would be so it would not have to be modified



This shows that where the path comes out on Cox, the slight turn of Cox affords an optimal location for a crosswalk ..



Looking from the west end of the utility bridge - the path would make a split rail constrained turn before reaching the street in order to make sure people see oncoming cars in both directions before attempting to cross



Where path comes out on Cox - where speed limit sign is



west end of the utility bridge which could serve as the alternative to the sidewalk to make the connection attractive to use



east approach to the bridge



.. a separate pathway which could make use of the utility crossing bridge over the freeway as an alternative to the sidewalk on the bridge



Crosswalk which was removed (at Brockton cut-through)



Looking west along Cox from the Brockton Cut-through - opportunity for meandering pathway separate from sidewalk perhaps



Detail of Cox crossing which was barricaded



Brockton Cut-through from northside neighborhood (Pride's Crossing - Miller)