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
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.
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.

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

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)