

Viewer exposure was evaluated at each of the 14 viewpoints. Table 2.2-3 summarizes the conclusions of this evaluation. Viewpoints 1 through 7 represent views of the Bridge, while viewpoints 8 through 14 represent views from the Bridge.

**Table 2.2-3 Overall Viewer Exposure**

Viewpoint Number	Viewpoint Location	View Distance	Number of Viewers	Duration of View	Overall Viewer Exposure
1	Fort Point	Foreground	High	Extended	High
2	Baker Beach	Middle ground	Moderate	Extended	Moderate
3	North Fishing Pier	Foreground	Moderate	Extended	High
4	Vista Point	Foreground	High	Extended	High
5	Marin Headlands	Foreground	High	Extended	High
6	Boat View East	Foreground	Low	Moderate	Moderate
7	Boat View West	Foreground	Low	Moderate	Moderate
8	Car View West	Foreground	High	Moderate	Moderate
9	Car View Center	Background	High	Extended	High
10	Car View North	Background	High	Extended	High
11	Car View East	Foreground	High	Moderate	Moderate
12	Sidewalk North	Foreground	High	Extended	High
13	Sidewalk South	Foreground	High	Extended	High
14	Bridge Tower	Foreground	High	Extended	High

### 2.2.3 ENVIRONMENTAL CONSEQUENCES

The visual impacts of project alternatives are determined by assessing the visual resource change due to the project and by predicting viewer response to that change. The first step in determining visual resource change is to assess the compatibility of the proposed project with the visual character of the existing landscape. The second step is to compare the visual quality of the existing resources with projected visual quality after the project is constructed. The resulting level of visual impact is determined by combining the severity of resource changes with the degree to which people are likely to oppose the change.

The criteria used to determine visual impacts include visual compatibility, visual dominance of the project, and view blockage or view expansion. Visual compatibility describes the degree to which the project's visual elements (consisting of form, line, color and texture) differ from the same visual elements established in the existing landscape. The presence of forms, lines, colors and textures in the existing landscape similar to those of the project indicates a landscape more capable of accepting the project elements than a landscape where those elements are absent. The degree of visual contrast is rated as low, moderate or high.

Visual dominance refers to the contrast between the proposed improvements and their setting described in terms of vegetation, landform and structural changes. Visual elements of scale, form, line and position, as seen from representative sensitive viewing locations, determine the degree of contrast and dominance. Dominance is a function of how potentially noticeable the project is to the viewer, ranging from inevident, subordinate, co-dominant and dominant. View blockage describes the extent to which any previously visible landscape features are blocked from view by the project. Blockage of higher quality landscape features by lower quality features causes adverse effects. The degree of view blockage is rated as low, moderate or high.

To evaluate the environmental consequences and visual changes by alternative, a series of public views towards and from the Bridge were identified and simulated for each alternative. Viewpoints 1 through 7 represent the views of the Bridge, while Viewpoints 8 through 14 represent views from of the Bridge by automobile occupants, bicyclists and pedestrians. Generally, views towards the Bridge would not be substantially affected by installation of the physical suicide deterrent system, with visual impacts ranging from negligible to minimally adverse. Views from the Bridge would be most noticeably impacted, with visual impacts ranging from adverse to strongly adverse.

### **Alternative 1A – Add Vertical System to Outside Handrail**

Alternative 1A would construct a new barrier on top of the outside handrail (and concrete rail at the north anchorage housing and north pylon). The barrier would extend 8 feet vertically from the top of the 4-foot-high outside handrail for a total of 12 feet. The vertical addition to the outside handrail would maintain the same International Orange coloring and vertical line form established by the outside handrail, light posts and suspender ropes. The vertical addition to the outside handrail would remain consistent with the strong vertical elements of the Bridge and would maintain the existing visual rhythm of the Bridge structure. Additionally, transparent panels would be installed at the belvederes and towers on both sides of the Bridge. These transparent features would introduce a new