

**Table 2.2-13 Alternative 3: Overall Visual Impact to Views from the Bridge**

Viewpoint		Existing Condition		Proposed Condition			Visual Impact
No.	Location	Visual Quality	Viewer Exposure	Visual Compatibility	Visual Dominance	View Blockage	
8	Car View West	Moderate	Moderate	Not Visible	Not Visible	None	Negligible
9	Car View Center	High	High	Not Visible	Not Visible	None	Negligible
10	Car View North	High	High	Not Visible	Not Visible	None	Negligible
11	Car View East	High	High	Not Visible	Not Visible	None	Negligible
12	Sidewalk North	High	High	Not Visible	Not Visible	None	Negligible
13	Sidewalk South	Outstanding	High	Low	Co-Dominant	None	Negligible
14	Bridge Tower	High	High	Moderate	Co-Dominant	Moderate	Adverse

### **No-Build Alternative**

While the No-Build Alternative would continue current suicide deterrent program operations on the Bridge, this alternative would not physically change the appearance of the Bridge. Views towards the Bridge and from the Bridge at all of the viewpoints would remain the same as under existing conditions. Pedestrian and cyclist views from the sidewalks would not be altered. Views from the roadway would also not be altered. Because there would be no change to the physical appearance of the Bridge under this alternative, there would be no impact to existing views.

A portion of the west outside handrail (between the towers) is planned to be replicated to improve the aerodynamic stability of the Bridge as part of a separate and previously approved project. That project was approved as part of the seismic upgrade program, with the appropriate environmental and Section 106 clearances. Viewpoint 8 illustrates the view of the outside handrail following completion of the seismic upgrade program.