



MEMORANDUM REPORT

DATE: August 18, 2026

TO: Board of Commissioners of the Los Altos Hills County Fire District

FROM: Page Mill/I-280 Interchange Project Team,
Harmon, Field Manager
Eugenia Woods, Programs, Planning and Grants Manager

SUBJECT: Page Mill/I-280 Interchange Evacuation Route Project Final Reports

RECOMMENDATION:

Receive Page Mill/I-280 Interchange Evacuation Route Project Final Reports

BACKGROUND

The Los Altos Hills County Fire District (District or LAHCFD) 2023–2027 Strategic Plan Goals and Strategies identify Strategic Goal 1: Prevention, Protection, and Resiliency, which focuses on funding, developing, and maintaining programs that protect life and property while enhancing community safety and wildfire resilience. Evacuation Route Hardening is a core initiative under this goal and is implemented through the District's Integrated Hazardous Fuel Reduction (IHFR) programs, as outlined in the LAHCFD Chart of Services and supported by the Community Wildfire Protection Plan (CWPP), including Annex 4.

Annex 4 of the CWPP identifies evacuation routes as critical life-safety infrastructure and prioritizes their maintenance to ensure safe ingress and egress for residents and first responders during wildfire and other emergency events. Evacuation route treatments are designed to address wildfire-specific risk factors, including roadside ignition potential, fuel continuity, reduced sight distance, and constrained roadway geometry common within the Wildland Urban Interface.

LAHCFD's evacuation route hardening program is guided by established fire science principles, including the reduction of fine fuels and ladder fuels adjacent to roadways,

the mitigation of radiant heat exposure, and the preservation of a shaded fuel break effect where appropriate. These principles are informed by wildfire research and post-fire analyses demonstrating that reducing low and mid-level vegetation near evacuation corridors can slow fire spread, improve visibility, and increase survivability for evacuating residents and responding personnel.

The Page Mill/I-280 Interchange is a high-priority transportation corridor serving Los Altos Hills and Palo Alto. The interchange provides critical ingress and egress for residents and emergency responders and connects Page Mill Road and Arastradero Road with Interstate 280. During a wildfire or other emergency event, maintaining the operability and defensibility of this interchange is essential to supporting safe evacuation and emergency response activities.

The project provided hazardous fuel reduction and defensible space treatments across four outer ramps and two inner loop ramps within the interchange. Work occurred across multiple agency jurisdictions and required coordinated planning and implementation among the Los Altos Hills County Fire District, Santa Clara County FireSafe Council, City of Palo Alto, Palo Alto Fire Department, Town of Los Altos Hills, Caltrans, and other project partners. Vegetation management reduced hazardous fuels, improved roadway visibility, and strengthened the interchange's function as a critical evacuation and emergency response corridor.

Information about this project, as well as other District wildfire mitigation and evacuation route projects, is available on the District website at:

<https://www.lahcfd.org/community-projects/>

DISCUSSION

The Page Mill/I-280 Interchange Evacuation Route Project was implemented to reduce hazardous roadside vegetation within a designated, high-priority evacuation and emergency response corridor. Treatment was intended to reduce fuel continuity and roadside ignition potential, improve roadway visibility, and strengthen the interchange's ability to support safe ingress and egress during wildfire and other emergency events.

This District Final Report documents project implementation, summarizes treatment outcomes, and presents the actual treatment extent and project costs. The Santa Clara County FireSafe Council Final Report for the Page Mill/I-280 Interchange Evacuation Route Project is included as an attachment and provides contractor-managed project details, operational information, photographs, and supporting documentation.

The project provided hazardous fuel reduction and defensible space treatments across four outer ramps and two inner loop ramps. Field operations were organized into the Alpha, Bravo, Charlie, and Delta quadrants to coordinate vegetation treatment, traffic

control, jurisdictional responsibilities, and crew movement throughout the interchange. Work occurred across areas associated with Los Altos Hills, Palo Alto, and Caltrans, requiring coordinated implementation across agency boundaries.

Environmental protection measures were incorporated throughout project planning and implementation. Biological surveys were completed before work began, including an updated survey following a weather-related project delay. Woodrat nests, drainages, and other sensitive habitat areas were identified and flagged, and no active bird nests were identified. Twenty-five-foot buffers were maintained along streambeds and seasonal waterways, and biological monitoring was completed daily before vegetation treatment commenced.

Treatment activities focused on trimming woody vegetation, clearing grasses and weeds, removing dead or dying vegetation and accumulated debris, reducing ladder fuels around larger trees, and addressing hazardous trees within the approved project specifications. Work also included clearing loose eucalyptus bark and maintaining appropriate vertical and horizontal vegetation clearance within the available public right-of-way. These activities improved roadway defensibility and visibility while supporting safer conditions for motorists, pedestrians, bicyclists, evacuating residents, and responding personnel.

Strategic partnerships were integral to successful project implementation. Coordination included the Los Altos Hills County Fire District, Santa Clara County FireSafe Council, City of Palo Alto, Palo Alto Fire Department, Town of Los Altos Hills, Santa Clara County, Caltrans, Dudek, Denali Tree Service, and City Rise. The project was completed over five treatment days, from March 9 through March 13, 2026. City Rise provided six traffic-control personnel, and daily safety briefings addressed traffic control, personal protective equipment, emergency services, environmental hazards, and weather conditions. The project was completed with no reported injuries or incidents and encountered no red flag warning days.

QUANTITATIVE RESULTS and EXPENSES

Quantitative Results:

The Page Mill/I-280 Interchange Evacuation Route Project was successful in achieving the District's objective of reducing hazardous vegetation and improving evacuation and emergency response conditions within this high-priority transportation corridor.

The Santa Clara County FireSafe Council Final Report for the Page Mill/I-280 Interchange Evacuation Route Project is included as an attachment and provides contractor-managed operational details, biological monitoring information, project photographs, and supporting documentation.

Based on LAHCFD operational tracking, field verification, and ArcGIS analysis, the Page Mill/I-280 Interchange Evacuation Route Project achieved the following treatment results:

Total Square Footage Treated	Total Acreage Treated	Cubic Yards of Chipped Material
306662.40	7.04	80.00
480031.20	11.02	65.00
463914.00	10.65	60.00
240886.80	5.53	75.00
192970.80	4.43	60.00
1684465.20	38.67	340.00
0.00	0.00	0.00
Total Square Footage	Total Square Acreage	Total Cubic Yards
1684465.20	38.67	340.00
Average Square Footage Treated Per Day	Average Square Acreage Treated Per Day	Average Cubic Yards Per Day
336893.04	7.73	68.00

- Total square footage treated: 1,684,465.20 square feet
- Total acreage treated: 38.67 acres
- Total cubic yards of chipped material: 340 cubic yards
- Total treatment duration: 5 days

Daily production averaged approximately 336,893.04 square feet, 7.73 acres, and 68 cubic yards of chipped material per treatment day.

Treatment activities focused on reducing fine fuels and ladder fuels, removing dead and dying vegetation and accumulated woody debris, improving roadway visibility, and maintaining appropriate vegetation clearance along the interchange ramps, shoulders, and roadway approaches. The work improved defensible space conditions and reduced fuel continuity across the four outer ramps and two inner loop ramps.

LAHCFD's final ArcGIS-based measurements are used as the authoritative treatment totals for this report and supersede the preliminary approximate acreage identified in the Santa Clara County FireSafe Council Final Report.

Expenses:

Costs associated with the Page Mill/I-280 Interchange Evacuation Route Project reflect expenditures incurred by the District to support project planning, implementation, traffic control, environmental review, vegetation treatment, project supplies, and post-treatment verification.

District-incurred expenses included Integrated Hazardous Fuel Reduction project management, personnel mileage, personal protective equipment and signage, traffic

control planning and implementation, hazardous fuel reduction activities, biological surveying, and post-treatment Unmanned Aircraft Systems mapping and data collection.

The total project cost incurred by the District for the Page Mill/I-280 Interchange Evacuation Route Project was \$142,298.80.

Detailed cost documentation and contractor expenditures are maintained as part of the project record and are summarized in the District's Project Cost Breakdown.

Page Mill-I280 Interchange				
Project Cost Breakdown				
Service Description	Contractor	Completed	Amount	Notes
IHFR Project Management	SCC FireSafe Council	Dec 2025 - Apr 2026	24,303.36	
Personnel Mileage	SCC FireSafe Council	Feb - Mar 2026	205.20	
Project Supplies				
Project Supplies Reimbursement (LAHCFD)	Cal Card	Feb-26	825.50	PPE and Signage
Traffic Control Plan	City Rise	Jan-26	15,120.00	
Traffic Control Contractor	City Rise	Mar-26	36,779.39	Traffic control = \$26,275 / Signage = \$6,563.74
Fuel Reduction	Denali	Mar-26	50,697.36	Total cost \$70,265.50 but \$25K to Palo Alto
Biological Survey	Dudek	Feb 2026 - Mar 2026	13,567.99	
Postcard, Cover Letters, & ROE Mailers				
Pre-Project UAS Flyover/Data				Aside from mapping below, I recorded as I-280 Exp
Post-Project UAS Flyover/Data	Air Metrix	Feb-26	800.00	Page Mill Off-Ramp Mapping
Total Project Cost			142,298.80	

SUCCESSSES

The Page Mill/I-280 Interchange Evacuation Route Project achieved several notable successes that demonstrate the effectiveness of coordinated, multi-jurisdictional wildfire mitigation and evacuation route hardening efforts.

The project successfully treated 38.67 acres and removed approximately 340 cubic yards of hazardous vegetation across four outer ramps and two inner loop ramps. Treatment reduced fine fuels, ladder fuels, dead vegetation, and accumulated woody debris while improving roadway visibility and defensible space conditions throughout the interchange.

Interagency coordination was a significant project success. The District worked closely with the Santa Clara County FireSafe Council, City of Palo Alto, Palo Alto Fire Department, Town of Los Altos Hills, Caltrans, Santa Clara County, vegetation management contractors, biological consultants, and traffic control personnel. This coordination supported consistent treatment standards, regulatory compliance, and efficient field operations across multiple jurisdictional boundaries.

This was the first project using the Secretarial Suspension authorization and the Statewide Fuels Reduction Environmental Protection Plan (EPP). This signals the start of the District's I-280 Connectivity Project and meets the requirement of the Secretarial Suspension authorization that fuels work on the ground must begin by October 15, 12026. The additional requirements for the EPP led to additional staff cross training and coordination, relationship building with regional partners and agencies, and piloting processes that will be used in the implementation of the larger I-280 Connectivity Project beginning later in 2026. Finally, the addition of continuous biomonitoring during the project allows more accurate depth of treatment around riparian zones, dusky footed wood rat middens and other biological concerns such as bird nesting potential within the project area. This elevated environmental protections while allowing for additional vegetation volume removal.

Environmental protection measures were successfully integrated into daily operations. Biological surveys and daily monitoring identified and protected sensitive habitat features, including woodrat nests, drainages, streambeds, and seasonal waterways. Required buffers were maintained, and project activities were completed without identified impacts to active bird nests or protected heritage trees.

Cost sharing and in-kind support from Palo Alto and treatment efforts from Caltrans in one of the quadrants adding to the success of this project. This allowed treatment to occur in the two jurisdictions the interchange falls into without interrupting connectivity of the fuel reduction thus creating a more effective evacuation route.

The project was completed efficiently over five treatment days, from March 9 through March 13, 2026. Daily safety briefings, clearly defined traffic control measures, and close coordination among project partners contributed to the safe completion of work within active interchange ramps and heavily traveled roadway approaches.

The project was completed with no reported injuries, traffic-related incidents, or red flag warning days. City Rise provided six traffic control personnel throughout project implementation, supporting safe conditions for vegetation crews, project staff, motorists, pedestrians, and bicyclists.

Post-treatment mapping and data collection also strengthened project documentation by providing additional verification of completed treatment conditions within the Page Mill Road off-ramp area. This work supports the District's continued use of geospatial information and field-based data to document hazardous fuel reduction outcomes.

COMMUNITY OUTREACH

Community and public notification for the Page Mill/I-280 Interchange Evacuation Route Project focused primarily on traffic safety, operational awareness, and minimizing disruption within the active interchange.

Because project activities were conducted within public rights-of-way and interchange ramp areas, the project did not require the same level of property-owner outreach or Right of Entry coordination typically associated with residential evacuation route projects. Outreach efforts instead emphasized advance traffic control planning, roadway signage, and clear identification of active work zones.

City Rise developed and implemented the traffic control plan and provided six traffic control personnel throughout project operations. Traffic control measures were used to notify motorists, pedestrians, and bicyclists of temporary lane restrictions, work areas, and changing roadway conditions. These measures were particularly important because the project area includes heavily traveled commuter routes and areas used by bicycle and pedestrian traffic.

Coordination with the City of Palo Alto, Palo Alto Fire Department, Town of Los Altos Hills, Caltrans, Santa Clara County, and other project partners supported consistent communication regarding project scheduling, jurisdictional responsibilities, and traffic impacts.

Overall, public notification and traffic management measures supported safe project implementation, reduced disruption to roadway users, and contributed to completion of the project without reported traffic-related incidents.

INSIGHTS / LESSONS LEARNED

The Page Mill/I-280 Interchange Evacuation Route Project provided several insights that will inform future multi-jurisdictional evacuation route hardening and hazardous fuel reduction efforts.

Early coordination among participating agencies is essential when project areas cross multiple jurisdictional boundaries. Clearly defining responsibilities for cost sharing including in-kind services, permitting, traffic control, biological review, field oversight, and treatment implementation helped reduce delays and supported consistent project execution across the interchange.

Weather-related delays can affect environmental review schedules and project mobilization. The updated biological survey completed before work resumed ensured that environmental information remained current and demonstrated the importance of maintaining flexibility in project scheduling while preserving regulatory compliance.

Traffic control planning remains critical for vegetation treatment conducted within active freeway ramps, commuter routes, and areas used by pedestrians and bicyclists.

Advance planning, adequate staffing, and daily coordination among traffic control personnel, vegetation crews, and project managers contributed directly to safe and efficient operations.

The project also demonstrated the value of dividing complex interchange work into clearly defined operational quadrants. Organizing field activities into the Alpha, Bravo, Charlie, and Delta quadrants supported sequencing, jurisdictional coordination, traffic management, and verification of completed treatment areas.

Accurate field tracking and geospatial analysis are important for documenting actual treatment outcomes. LAHCFD's ArcGIS-based measurements provided a more precise final treatment acreage than the preliminary contractor estimate and will support improved consistency in future project reporting.

These lessons will be incorporated into future evacuation route projects to strengthen interagency coordination, environmental compliance, operational planning, data accuracy, and overall project efficiency.

ACKNOWLEDGMENTS / APPRECIATION

The Los Altos Hills County Fire District expresses its appreciation to the many agencies, contractors, and individuals who contributed to the successful completion of the Page Mill/I-280 Interchange Evacuation Route Project.

The District acknowledges the continued support of the Board of Commissioners, whose leadership and commitment make evacuation route hardening and wildfire mitigation efforts possible.

Appreciation is extended to the Santa Clara County FireSafe Council for project management, coordination, and implementation support. The District also recognizes the City of Palo Alto and Palo Alto Fire Department for their partnership and financial participation in this multi-jurisdictional project.

The District further appreciates the cooperation of Caltrans, the Town of Los Altos Hills, Santa Clara County, and all participating agencies that supported planning, permitting, environmental review, and field operations.

Recognition is also extended to Denali Tree Service, Dudek, City Rise, and Air Metrix for their respective contributions to vegetation treatment, biological monitoring, traffic control, and post-treatment mapping. Their professionalism and adherence to established safety and environmental protocols contributed to the efficient and incident-free completion of the project.

Finally, the District appreciates the cooperation and patience of motorists, pedestrians, bicyclists, nearby residents, and other roadway users affected by temporary traffic controls during project implementation.

ATTACHMENT(s):

Attachment 1

[Los Altos Hills County Fire District 2023–2027 Strategic Plan, Strategic Goal 1: Prevention, Protection, and Resiliency](#)

Attachment 2

[Los Altos Hills County Fire District Chart of Services, Current Version \(Integrated Hazardous Fuel Reduction Program\)](#)

Attachment 3

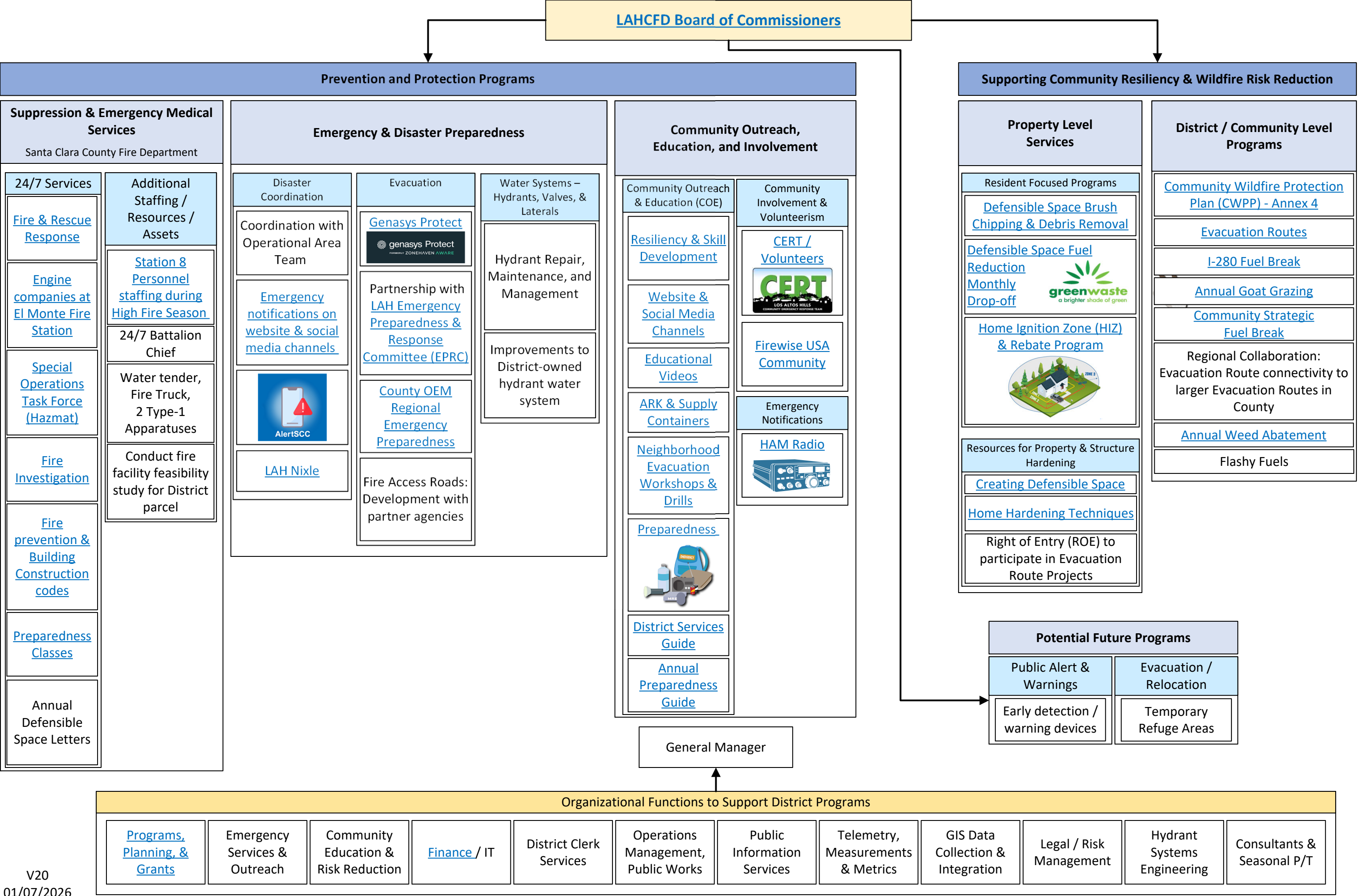
Santa Clara County FireSafe Council **Final Report**
Page Mill/I-280 Interchange Evacuation Route Project

2023—2027 LAHCFD Strategic Plan

Mission	Protect the lives, property and environment within the District it serves from fire through prevention, protection and emergency response services, and to			
Strategic Goals	1. Prevention, Protection, Resiliency			
Objectives	Fund, develop and maintain programs to protect life, property and enhance safety to build a resilient community. Current Programs described in the District's Chart of Services.			
Initiatives	Harden Evacuation Routes and Emergency Access Roads	Support reduction of hazardous fuels by residents	Update CWPP, Annex 4	Contribute resources to support and enhance operations at SCC Central Fire
Strategies	Complete planning and preparations for additional evacuation routes	Continue targeted Chipping Program	Participate in County-wide regional committee on CWPP	Maintain contract for fire suppression and EMS services with County Fire
	Maintain completed evacuation routes	Provide monthly vegetation drop off		Fund additional seasonal fire crews (high risk event extra staffing)
	Implement vegetation mgmt services on emergency access roads in collaboration with Central Fire and Fire Safe Council	Continue Home Ignition Zone (HIZ) inspections and implement rebate program		Fund Station 8 to provide additional support and response
	Support and advance I280 vegetation mgmt project	Support Central Fire fuels crew work		Apply for grants in a manner consistent with Commission discussion 6/21/22 to leverage tax dollars and maximize community benefit

Los Altos Hills County Fire District Chart of Services

Built on fire science & LAHCFD CWPP Annex 4
Guided by Strategic Plan 2023 - 2027 - Resourced by FY Budget





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FINAL REPORT

Page Mill / I-280 Interchange Evacuation Route

March 16th, 2026

Introduction:

The Page Mill / I-280 Interchange in Los Altos Hills and Palo Alto, California, represents a significant thoroughfare for the Los Altos Hills Community. This interchange is a primary means of egress and ingress in case of an emergency evacuation. To secure this egress/ingress' integrity, Santa Clara County FireSafe Council, Los Altos Hills County Fire District, the City of Palo Alto and Palo Alto Fire Department proposed a joint roadside treatment of fuels.

Cooperators:

There were multiple agencies, contractors, and organizations that contributed to the project; Santa Clara County Fire Safe Council, Los Altos Hills County Fire District, City of Palo Alto and Palo Alto Fire Department, Caltrans, Dudek, Denali Tree Service, City Rise, and the Town of Los Altos Hills.

"The Page Mill I-280 Interchange wildfire evacuation route was a collaborative project developed by the Santa Clara County FireSafe Council and regional partners. We want to acknowledge the Los Altos Hills County Fire District, City of Palo Alto and Palo Alto Fire Department for the funding they are providing to get this project completed. This project would not be possible without their support."

Goals For This Project:

- Trim woody vegetation and clear grasses and weeds along the roadside to enhance safety and visibility.
- Remove dead or dying woody debris to reduce fire risk and improve overall roadway conditions. Remove all downed woody vegetation, brush, tree branches, dry weeds, and deep accumulations of leaves.
- Reduce ladder fuels around larger trees.
- Remove dead, diseased, or damaged trees smaller than 8 inches DBH posing a hazard.
- Vegetation clearance will extend fourteen feet vertically above the pavement and up to fifty feet horizontally from the centerline of the road within the public right-of-way managed by the County of Santa Clara, the Town of Los Altos Hills, or Caltrans.
- Clear any eucalyptus bark on the ground, in the tree forks, or hanging loose from trees.

Project Site:



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The Page Mill I-280 Interchange Evacuation Route Project provided hazardous fuels reduction and defensible space treatments consisting of four outer ramps and two inner loop ramps.

Field operations commenced in Bravo Quadrant, with work initiated along the eastern Arastradero Road approach at the southeastern edge of the interchange. Crews established traffic control at the eastern termination point and proceeded westbound along the south shoulder and ramp frontage leading into the I-280 interchange merge area. Work in Bravo included treatment and pass-through of the lower central gore zone, roadside shoulder limits, and adjacent ramp edge conditions.

Upon completion of Bravo, crews redeployed to Alpha Quadrant and continued operations through the central-west interchange loop system. Work began at the southern tie-in near the lower bridge crossing, progressed northbound along the main north-south ramp corridor, and included the interior loop west of the primary interchange spine. Additional work was completed along the western shoulder adjacent to the creek-side slope and upper central connector section near the Delta interface.

Operations then advanced to Charlie Quadrant, beginning at the central eastern ramp junction immediately east of the I-280 crossing structure. Crews moved north along the eastern ramp shoulder, completed the upper loop connection, and continued eastbound following the north side of Arastradero Road to the eastern closure limit. This segment included the outer embankment edge, ramp curvature, and roadside frontage extending to the eastern control point.

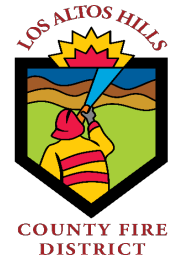
Final operations were completed in Delta Quadrant. Crews began at the upper central junction near Adobe Creek, then proceeded westbound along the northern connector roadway and upper bridge approach. Work continued through the northwest shoulder and roadside margin paralleling the upper edge of the interchange, terminating at the western closure point near the residential frontage west of Page Mill Road. Final checks and tie-in verification were completed in Delta prior to demobilization.

Overall, the Page Mill I-280 Interchange project successfully treated approximately 340 cubic yards of hazardous fuels along 35 acres of critical evacuation routes, improving the roadway defensibility and community wildfire safety.



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Page Mill I-280 Interchange Evacuation Route Project Map

Page Mill / I-280 Interchange Operations Map

2026



Quadrant	Jurisdiction	Lane Closure
Bravo	PA	2/23/2026 - 2/25/2026
Bravo	LAHCFD	2/23/2026 - 2/25/2026
Alpha	LAHCFD	2/24/2026 - 2/26/2026
Charlie	PA	2/25/2026 - 2/27/2026
Delta	LAHCFD	2/26/2026, 2/27/2026, 3/2/2026



0 0.07 0.15 0.3 Mile

Biological Precautions:



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As with all of our projects, protecting the biodiversity of the area is a high priority. A Biological Survey was conducted on February 10, by Dudek, 7 days before the project started. Due to weather restraints, the project was postponed until March 9, 2026. A secondary biological survey was completed prior to the project start to ensure the biological survey was up to date. The biologist identified and flagged wood rats nests, no active birds nests, drainages, and any habitats within the treatable area. The biological review was completed outside the nesting season. Heritage trees were not identified during the field verification stage and were not included in the work plan. Finally, a buffer of 25 feet was implemented along stream beds and seasonal waterways. The biological monitor was completed daily prior to work commencing to further ensure the protection of habitats.

Project Duration:

The project started on Monday March 9, 2026 and was completed on Friday March 13, 2026. A total of 5 Days. We encountered 0 red flag days.

Jurisdictions And Funders Involved:

Santa Clara County Fire Safe Council, Los Altos Hills County Fire District, Santa Clara County, Caltrans, City of Palo Alto and Palo Alto Fire Department, and Town of Los Altos Hills.

Contractors Selected:

Dudek was selected for this project due to availability and competitiveness of the bid.

Denali Tree Service was selected due to their availability, expert service, and ability to complete the project within the requested time frame.

City Rise provided a traffic control plan and provided six flaggers and traffic control for project duration.



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Project Photos





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By The Numbers:

- Area treated - 35 acres
- Acres treated - approximately 340 cubic yards removed
- No poison oak was treated during this project.
- 5 days of treatment on the project itself was carried out by Denali Tree Service.

Despite numerous operational challenges, we successfully completed this critical phase of expanding the evacuation route and vegetation treatment network in Santa Clara County. This work directly advances the priorities identified in the LAHCFD CWPP Annex and supports the broader Community Wildfire Protection Plan objectives.

The project also advanced fuels reduction efforts within the Page Mill Road / I-280 interchange corridor, a high-priority treatment area spanning the jurisdictions of Los Altos Hills and Palo Alto, requiring coordinated implementation across agency boundaries.

We would like to acknowledge the contribution made by Denali Tree Service, Dudek, and City Rise. All entities were committed to assisting Santa Clara County FireSafe Council with the project from start to finish.

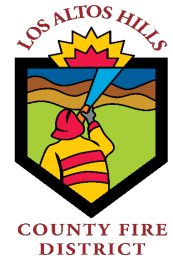
City Rise provided six traffic control personnel throughout the project to ensure that the work could be done in an efficient and safe manner. All roads worked on are commuter roads with high bike and foot traffic routes; the traffic control personnel were necessary for the safety of the tree crews, SCCFSC staff, LAHCFD staff, general traffic, pedestrians and bicyclists in the Los Altos Hills area. I'm happy to report, with City Rise traffic control coverage and the safe working practices of Denali Tree Service, we were able to finish the project with no reported injuries or incident reports. In addition to that, Los Altos Hills County Fire District granted permission for the project crew to use their parcel for a staging area.

Safety briefings were held by the safety officers, Barbara Gonzalez, Nestor Valle, and Andrew Harmon each morning before start of work to discuss traffic control, personal protective equipment (PPE), local emergency services, environmental hazards, and weather conditions.



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We would like to thank all the cooperators and property owners for all their support. If you have any questions or concerns please feel free to direct them to:

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