A Grassroots, Volunteer Effort to advocate for undergrounding the High Speed Train through Palo Alto, which will:

- Protect Neighborhoods from elevated train
- Connect Downtown Palo Alto to Stanford University, Shopping Center and Medical Center
- Create a Sustainable and Resource Efficient Community
- Create an urban 18-hour innovation place for intergeneration living and working
- Create Healthy Places and move people efficiently
- Use Air Rights to Generate $700 Million to pay for undergrounding and infrastructure
- Strengthen Connections between Neighborhoods and Businesses
- Build a 4 mile, 31 Acre Linear Park with a Bike and Ped Path

A Vision for Palo Alto
LOCAL VOLUNTEERS: A City Councilman, a former Mayor, former Chair of the Chamber of Commerce, former Planning Commissioner, Architectural Review Board member, architects, urban designers, open space consultants, and Director, lecturers, and students of Stanford’s Architectural Design Program

- Organizing through informal outreach and media
- Shaping a unified vision for the community’s future
- Advocating for an alternative project

from an age of movement to an age of place
SLOW: 5 MPH
TRAINS AND HORSES
Beginning of age of movement. Train tracks are open boundary between Palo Alto and Stanford.

FAST: 45 MPH
CARS
Vehicles take precedence over communities, creating boundaries between places.

SLOW + FAST + HIGH SPEED: 5, 45, 220 MPH
MULTIMODAL
Communities and places are stitched back together

1890's
Palo Alto Train Station
1910's
Stanford University Founded
1930's
Palo Alto City Charter
1960's
Federal Telegraph & Telephone
1990's
Stanford Shopping Center
2010
Underpass Constructed
Increased Vehicle Congestion
High Speed Train Proposal

from an age of movement to an age of place
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Center of Civic Life
INNOVATION PLACE
Sand Hill Road: Venture Capital Funding
Stanford University: Source of Knowledge and Entrepreneurs
Stanford Hospital, Shopping Center, and Palo Alto Medical Clinic

Downtown Palo Alto: Business and Entertainment Infrastructure
High Speed Train: Direct Access to Other Cities
Intergenerational Living and Public Open Space

from an age of movement to an age of place