



## 2005 Annual Report

CarFree City, USA  
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## Message from the President

The tide is turning! Oil prices reached \$70 per barrel after hurricane Katrina damaged refineries along the Gulf of Mexico, and prices at the gas pump surged to over \$3 per gallon. That proved to be the threshold at which a significant number of Bay Area residents shift their travel patterns. Ridership on BART and AC Transit rose by more than 10% during that period.

There seems little doubt that carfree cities will be built, it is only a question of when. CarFree City, USA continued to spread the word, participating in a number of conferences and exhibitions. These included the large Green Festival held annually in San Diego, the Green City Visions conference in Oakland held in conjunction with the international World Environment Day event in San Francisco, and the Transportation and Land Use Coalition's annual summit meeting. We joined the Congress of New Urbanism and attended their annual meeting in Pasadena. CNU does not seek to eliminate cars but simply deemphasize them—in ways that are sometimes mostly cosmetic. We hosted a carfree discussion “salon” at the conference that drew eight participants, all of them carfree advocates. We participated in the City of Oakland's Carfree Day event, which went smoothly in spite of a much smaller budget and shorter timeline than the previous year. In October, we served as reviewers for the Green Building Council's draft LEED standards for neighborhood development. Needless to say, we advocated awarding lots of points for carfree neighborhoods as just about the greenest one can achieve!

A highlight of the year was attending the Towards Carfree Cities Conference V in Budapest, where I forged relationships with other members of the World Carfree Network. The international scope of the carfree movement is truly impressive. One evening at dinner, we discovered our table had people from the United States, Russia, China, Switzerland, France... a regular G-8 summit!

A major accomplishment in 2005 was completing a database and Powerpoint presentation quantifying the economic benefits of carfree development for the residents, developer, local government and the world. Restricting the analysis to only benefits we could readily quantify, we found that the avoided costs of car crashes, air pollution, obesity, household automobile expenses and road/utilities infrastructure for a carfree district of 12,000 people amounted to a present value of \$900 million! We continue to refine and expand the analysis, knowing that it speaks directly to the concerns of financial institutions, which are the greatest roadblock to carfree development.

Gus Yates  
President

## **Vision Statement**

CarFree City, USA envisions a future where neighborhoods and cities in the United States function without the personal automobile, resulting in a greatly improved quality of life.

## **Mission Statement**

Our mission is to promote carfree development that enhances local and global environmental quality, improves personal health, and fosters a sense of community -- simply by minimizing the use of automobiles and trucks. Our specific goal is to create the first carfree city, town or large neighborhood in the United States. Initial steps toward reaching this goal include documenting public demand for carfree living, demonstrating its logistical, financial and regulatory feasibility, educating professionals in the planning and development fields and engaging them in our effort, and identifying an initial site for implementation. Thus, our project will begin with research, education and organization, and eventually lead to nonprofit urban development.

## **2005 Accomplishments in Brief**

- Exhibited at the San Diego Earth Day Festival in April
- Exhibited at the Green City Visions conference in Oakland in June
- Attended the Congress for New Urbanism annual meeting in Pasadena in June, where we hosted a carfree discussion group
- Attended the Towards Carfree Cities V conference in Budapest in July, where we gave a presentation on carfree economics
- Completed a preliminary analysis of economic benefits of carfree development, in the form of an Excel database and Powerpoint presentation
- Served as reviewers for the Green Building Council's draft LEED rating system for neighborhood development
- Assisted the City of Oakland with organizing its second Carfree Day event in September, including an early-morning TV interview at the Lake Merritt BART station
- Completed and printed Carfree City, USA brochures

## **CarFree City, USA Board of Directors**

Eugene B. (Gus) Yates, President, Executive Director, Founder  
David M. Ceaser, Secretary, Treasurer, Founder  
Aaron Golub

## **Advisory Board**

Matt Griffiths: graphic designer, cyclist  
J.H. Crawford: author of [Carfree Cities](#)

**CarFree City, USA 2005 Financial Statement (12/31/2005)**

**Balance Sheet**

	<b>Oakland Carfree Day</b>	<b>Other Program Activities</b>	<b>Total</b>
<b>Assets</b>			
Cash	\$205	\$2,576	\$2,780
Accounts receivable	0	0	0
Fixtures & furniture	0	0	0
<b>Total</b>	<b>205</b>	<b>2,576</b>	<b>2,780</b>
<b>Liabilities</b>			
Accounts payable	0	0	0
Loans outstanding	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net worth</b>			
Assets - Liabilities	\$205	\$2,576	\$2,780

**Income and Expenses**

	<b>Oakland Carfree Day</b>	<b>Other Program Activities</b>	<b>Total</b>
<b>Income</b>			
Restricted donations	\$0	\$0	\$0
Unrestricted donations	14	2,821	2,835
Grants	0	0	0
Book sales	0	0	48
Other	0	0	0
<b>Total</b>	<b>14</b>	<b>2,821</b>	<b>2,883</b>
<b>Expenses</b>			
Conference registration	0	789	789
Contractors	215	0	215
Equipment rental	0	0	0
Postage and delivery	0	92	92
Printing	18	972	989
Reference materials	0	74	74
Supplies	123	4	128
Telecommunications	0	299	299
Travel & entertainment	0	367	367
Tuition	0	60	60
Other	0	140	140
<b>Total</b>	<b>356</b>	<b>2,798</b>	<b>3,153</b>
<b>Income - Expenses</b>	<b>-\$342</b>	<b>\$23</b>	<b>-\$271</b>

