Scott Maits

Interviewee: Scott Maits (SM)
Interviewer: Mary Cerulli (MC)
Date: 7/25/2017
Location: Community Education Center, The Blue Grotto Room
Transcribed by: Alex Anderson
Portrait by: Mary Cerulli

MC: Okay. So, it is July 25th, 2017. I'm here at the Community Education Center at 3500 Lancaster Ave. with Scott—is it Maits?

SM: Maits. M-A-I-T-S, yes.

MC: Okay. For the Eastwick Oral History Project with Penn Program in Environmental Humanities. Thank you. And so, for the record, could you state and then spell your name?

SM: Hi. My name is Scott Winston Maits—M-A-I-T-S. Two Ts in Scott. What else did you need?

MC: That's it!

SM: That's it!

MC: Alright. And, then, so, to begin the interview, can you tell me a little bit about where you grew up and what that was like?

SM: I was born in Hahnemann Hospital, Philadelphia, in the shadows of the Bal—the former Baldwin Locomotive Works, and where most steam locomotives in the world were made. We lived—my parents lived in Lansdowne at the time… for one year. I don't remember that house. We immediately moved to North Jersey, near my mother's family's houses. And, I remember them at age two, River Edge, Glen Rock, then, out in Long Island—Wantagh, not Montauk, but Wantagh. And then, at age five, I moved to Springfield, Delaware County. So, we'd drive through the study area, let's say, before I-95 was built, on the industrial highway—420 and down to the industrial highway, and by the airport, occasionally down through Darby and down the different version of Island Avenue, and all. So, I'd periodically see this community, and was aware of it, was interested in it because of the airport, and then… was a little fascinated why there was a traffic light out in the middle of the swamps, where there was no people. And, I later learned why that was—the developments that had been there, the developments that were projected to come there, and then were erased by newer plans. So, I grow up in suburban—comfort of suburban Philadelphia. But, I've had a lot of wanderlust, and I'd get on my bicycle and ride places. I'd ride down, near 420—actually, what turned out to be the old Swedish road from the 1600s that was kind of a block over, called Amosland Road, and came down into Tinicum, literally 420 Wannamaker Avenue, as they were calling it. And the Morton—now they call it the Ferry House—down there, where 420 crosses Darby Creek. I'd ride down through there, and all. But that goes back to the first European settlements of any kind in this area, you

know, that I'm tracing. And I'd ride into Center City, Philadelphia, through 69th Street, and all, and sometimes make the connection. This is at age—starting at age 11, going up through 14, 15, 16. And then driving, sometimes do the same thing. And it wasn't just down here. It was in many other areas. So, it was a place that I would see. Now, when I turned 18, I immediately escaped to the city, because I thought more things were happening. It wasn't as popular to do that. So, this was around Center City, which was not nearly as vibrant as it is today. And, um, but, even though I was drawn to that density, and diversity, and excitement, and dynamic change that was just starting on an absolute history… I was always a history—my mother and my father, from two different perspectives, were into that. And, we also had family out in Chadds Ford and rural areas, too. And, my mother's family from North Jersey, and then upstate Pennsylvania, where I actually got to work on a dairy farm, and knew that, too. But I was always drawn to the city. But, in being drawn to it, I also still had this need to be near nature. And, where I grew up in Springfield, there was a park across the trolley, behind the houses, across the last suburban trolley line—and there was a set of woods. And we'd hang out there and later party there as kids. And, you know, but I had a special understanding of this. You know, I'm sitting there drinking beers with my high school buddies and stuff, and I'd be watching this museum trolley line going by, and all. So, it was really—you know, I'd be into the history, and seeing stuff that they had no idea how unique… what they were seeing. So, Philadelphia appealed to that, where all this history—now we're the first US World Heritage City, designated by UNESCO, of the UN. And, we also got another designation from the National Historic Preservation Trust—the first National Treasure. I was just writing somebody. I can bring that specific thing up. That just happened, without as much fanfare. But, no one else has either one of those, yet, on our scale or, in actuality, at all yet. So, but I always had a desire to be near the green. Green stuff and open space—I didn't like the complete density of South Philadelphia, for instance, where there was nothing for miles around but maybe a little square park or something. So, I was near the Parkway, which opens up and into Fairmount Park. And, but that also, I think, connects to what you have down in Eastwick, as the Tinicum Wildlife Refuge being preserved. Now, I was being on the periphery of that. I was never involved when it was first being saved. But, I certainly appreciated it, to some extent, you know. It wasn't until many year later—my watershed activities. And, then, the opportunity to be the Fairmount Park's caretaker for the Bluebell Tavern at the head of the watershed, as it finally starts to empty out into Eastwick and Tinicum, that I really got involved, down in there. So, being on this watershed group—before I get to there… So, coming out of Center City, when I had a son, who I eventually raised myself, I determined I didn't want to be in the pollution of downtown as much, or where we ended up in Fairmount, right where these buses are going. Even though we're a block off of the park, you know—and that's also for transportation reasons. At the time, I was driving, and I haven't driven a car 20-some odd years now, or something like that. There was good transportation to the park, too, in addition to being close to 30th Street and the subway system, and the trolley system. But, I moved out to West Philly, which of course is much closer to Southwest, psychologically, anyway, because of the clean trolley system. You had this better-than-bus service but without the exhaust or the fumes, much less cars, much better trees. So, we're by Clark Park. I could commute to—run a program from New Jersey Transit at four o'clock in the morning, on the only subway that runs all night, which is the trolley subway. When SEPTA stopped running the other ones, the trolley subway still ran, and I could get to 30th Street, and all. And so, it was in West

Philly that I started to have more contact with Southwest. Eventually, the opportunity, because of my greening work, because of my historical connections, they wanted me at the historic tavern, the Bluebell Tavern, which is the oldest tavern in the city of Philadelphia that survives, down at Island and Woodland and Cobbs Creek Parkway, there. And, we started running the first hikes, organized hikes of any kind that anyone in Fairmount Park Commission could remember, in the Cobbs Creek Park. So I had a security background, running security at management, and also on sites, so I felt—I knew things were changing, but I also knew that we were driving the change… that it was acceptable to go into these previously really dangerous areas. And, it's not perfect now, obviously, but it's a lot better. And, we would do hikes and things in the Cobbs in both directions, both up towards Market Street, and Chestnut, and all up in there, but also down into Tinicum, down into the Wildlife Refuge. And, then, not long after the East Coast Greenway bikeway—which is Maine-to-Florida bike route, to be sort of, like, the Appalachian Trail, but through the cities, the hearts of the cities—opportunity came, and I was asked to—I found out about it, and then I was brought in by the Eastern Centr… Mid-Atlantic Coordinator man out of New York City. Young man out of New York City, at the time. And, we were debating at the time whether they were going to put this routing on Lindbergh Boulevard, or along the Cobbs, where there's no trails yet, or even along the Schuylkill, through the junkyards and refineries. So, I was able to, literally, turn the balance of the debate over to: "We're going to do it along the Cobbs." Now, I made a lot of enemies that way. The Schuylkill River development people and others who thought the refineries were going to immediately shut and disappear, and the junkyards were going away, despite the fact they're all driving automobiles. And, so, I eventually lost the Bluebell Tavern to that, despite winning awards for cleanups, launching cleanups of Mount Moriah Cemetery, where we actually saw the eagles from the Tinicum Wildlife Refuge actually come up and survey, while the mayor was there, during a cleanup. My Native American friend runs up to me and says, "There's an eagle!" And we've never—now, I had seen an immature eagle two weeks before, wasn't sure what it was. It didn't have the bald white head. But, it was by the wingspan shadow, as it flew over me, as I was resurrecting—I love using that term in the cemetery—the largest abandoned cemetery in the country, and we got the mayor involved in this. I saw one, and then a bald eagle literally flew over, while we were doing this cleanup. So, and that's a direct connection this whole watershed, which actually stretches all the way up to the Main Line, and other places, where it's actually pristine. But it does get dumped on tremendously when it passes Philadelphia. And that's some of the stuff that the environmental group I joined, in my hometown's Quaker meeting house. We're sitting in a Quaker meeting house right now, which is the arts center, that I'm the building manager of. Literally, that's where the watershed group—that is, the watershed that the Tinicum Wildlife Refuge in Eastwick is actually in, meets in Springfield, there. So, I got more involved in Tinicum. We won the debate—temporarily. The permanent route is supposed to go through the junkyard, through the East Coast Greenway. And that's not going to happen. It's not going to go behind the airport, because, they will, some day, expand that runway towards the river, I believe, even with high-speed trains. We're going to eliminate the smaller one, I hope, that goes over the neighborhood—at least relegate it to emergency-only type of use, when there's wind conditions, but not the regular use it gets now, commuter flights and east coast flights and flights. So, we did trail cleanups. I helped to plan where this route will go through, how it will go around the superfund site, down there. I was the head of the TAG committee, the technical advisory group

that is supposed to assist Eastwick, and the dumps actually in Darby Township. But, it's farther away from people on that side, and that's part of the political problem there. It's also, people are not as connected in that township, on the Delaware County side. It's their dump, actually, and, you know, they're not told what's going on. But, so, I was on that committee and didn't let that derail our trail. But, we could go around this work that needs to happen, this mountain of debris that's down there, that symbolizes Eastwick's problems. I got to sit in with scientists that come from our watershed group, as they went through it, and I would, actually, literally, held weight with them, as far as telling them where they're going to turn the toxins up. I said, "This is where the buried creek is." And, you know, knowing how things were, sure enough, that's where the highest toxins—that's just, they just put this stuff at the bottom of the buried creek, filled it in, and all. And, so, there's a toxic plume down there, going under these communities that needs to be pumped out, no matter what the EPA is doing. We were, you know, under the current administration, or any administration in funding constraints, in Eastwick has been waiting for 40, 50 years. This plume is going under these communities. They have done a lot of preliminary work, but they have not done the big, big work, which is the dump itself, which is a more aggressive, you know, working on this plume—and pulling it out, not just street-by-street, but for an area. And, the thing is, besides the more immediate basements that are closer to some of the toxic stuff that we found while I was on this committee, and that came out in studies that we began the dissemination process, and Eastwick then stepped up and were more involved than they ever were—is that that this will affect New Jersey, because they actually get well water that goes right under the Delaware River. And, whereas Philadelphia's water intake is much further up into the northeast, and into Schuylkill, upper Schuylkill, in the city, into Fairmount Park. So, this can really affect the region, if they don't get this better. Of course, the refineries down in Southwest Philadelphia, but on the Schuylkill, they're leaking, too. They have some cleanup stuff going on there, but they don't really know how deep this stuff is. It's the oldest, largest concentration outside of Texas of refineries in the country. It's actually where the oil industry, basically started in upstate Pennsylvania, well that it came down to Philadelphia, was shipped down here, and either went up and down the coasts. And this was before pipelines were invented—you brought it in by rail and got refined down here, more frequently than it was refined up there. So, Eastwick has born the brunt of environmental degradation of this region, which was the most industrial region in the country, and especially focused on, first, coal, but then replaced by the oil industry. And, as they started the oil imports, largely for us, out of Africa, Nigeria, and other places, such that, while the Kaiser in World War I, wanted to bomb New York Harbor, for strategic reasons, or for social or just prestige, Hitler's plan for America was to focus on Philadelphia first, because that's where the oil refineries were. It was protecting the oil shipments coming across the ocean that were supplementing the Pennsylvania oil supplies, and the Texas oil supplies, that were coming up and down the coast, to get to Philadelphia, or were leaving from here, that were, into this day, still very strategic. Now, of course, we have the oil shale stuff, and they're producing more in older areas, but we're still getting oil from around the world to this complex—or we can. And, you know, whether it's World War II, where my father remembers seeing debris washing up on the beaches of the New Jersey shore, from these tankards being blown up, or the war to, the 1970s gas crisis, where, you know, Saudi Arabia was cutting off world supplies, or others were, you know, to drive up costs. Philadelphia has been the east coast's producer, for the country, more than anywhere else. We

have, like, five refineries, and I think we're down to three or four now. I think we had six or something like that. Like, two to three have closed. Delta Airlines bought one in T---- to make sure they had high-quality aviation fuel, and all. But we still supply more to the east coast—you'll see one in Newark area, and you know, one here, one there. And Texas, of course, has a tremendous amount. But we're where the population is. And Eastwick again has suffered—has been right at the epicenter. The cancer rates in lower Delaware County are closest to this, and in Philadelphia, and Southwest, are higher than the average, just because of the background pollution. So, I hope to inspire the greening efforts, and the trail efforts, and the better transportation. We have a tremendous economic engine in the airport, where as long as it's not unduly impacting the community. But there are jobs there, you know, and they go more to local people. The eastern Delaware Country to Southwest Philadelphia is economically competitive and attractive enough to have people that work there with good incomes, so they don't have to drive in from further out, where the jobs just go to further-out places.

MC: Yeah. Take your time.

SM: No, no, no. Go ahead.

MC: Okay. Well, could you tell me maybe about how you first got connected to Eastwick? What brought you to that part of Philly, and what got you involved in work there?

SM: More specifically, I was made the caretaker of the Bluebell Tavern, the oldest tavern of the city of Philadelphia, Cobbs Creek Parkway, Cobbs Creek, right at the fall line of a historic Native American trail, going into Eastwick, crossed right there, the main road going to the south crosses Cobbs Creek right there. The head of where the tide rises and falls, because, in Eastwick, the creeks are tidal, from the ocean and the river. And, so, I was that, but I do much more than just watch a building and let people take a tour. It's environmentally degraded. I've been past the city. All this trash is washing down the creek, people just throwing stuff. So, there were problems in the area—drug-dealing and all. So, I had a security—I was with a single, a single father with his young child, but at the same time, I'm not going to allow this to happen here. We stopped dealing on the corner and across the street in the gas station. And, just through patience, and watching, and knowing who to support and who to not do, no confrontations and all. And, doing the cleanups, and keeping it clean, and suddenly this area, that was known and is again now that I'm not there a problem, we kept it clean. And that sends a different message. And that stretched up eventually into the cemetery but, also, down a little bit into Eastwick, which still has tremendous problems, especially in the upper sections, away from the Refuge. But, then, the opportunity to do the East Coast Greenway routing, there, and it was one of the route possibilities. And, even though it has problems, you know, it's going to be much better for the community, much better for the riders to go along the Cobbs Creek from Bartram's Garden, across—they didn't quite set it up quite right. When it crosses southwest, there's a better way to do it, through a section that I said, "No, this section is safe." We got consensus. This section we cross can be safe that we're going to fix things, and I would, literally, be the one doing it. One of the people on the East Coast Greenway, the president from outside of the area, when they saw—you know, there were all these grand plans… "We're going to do this in the Schuylkill. We're

going to do that." And it's like, "When's that going to happen?" When they literally came through their tour, we had just cleaned out the trail, so that you could actually ride it. And, this is before the superfund site stuff will, literally, clear out the area, and rebuild, and put a trail. So, that's really how I got involved in Eastwick. I got on the Eastwick Rotary for a couple of years, there, when that was helpful, when I was living down there. I no longer live there, but I certainly—is one of the many areas that I'm active in, in Philadelphia, and up and down the east coast, along the East Coast Greenway, along the waterfronts, along the rail stuff.

MC: So, were you living in Eastwick?

SM: I was living just outside of Eastwick. But, that was my park, part of my park. And, I got to know a lot of people, and I was on the Eastwick, you know, Rotary, and certainly was drawn by the infrastructure and the history. And, as a historian, did a lot of research, and figured out things. This is where Philadelphia actually began. I had the—right by the tavern, where I was, and, again, at one time, the marsh came up to that point, as it were, that is now just in Tinicum, just in Eastwick. Marsh, there, stretched up to there. But, you know, the oldest green space in Philadelphia is there, and many other firsts, and all, that I think are very relevant. So, I never lived—had a house in Eastwick, as it were. And, frankly, a little scared to, considering the environmental issues. But, then, we waded right in and cleaned areas that I knew were a problem, and I followed protocols, when I clean up the trail, and shovel out the mud that had washed over the banks because it wasn't well-designed, and cleared out the bases and stuff. And then we did the studies—saw the studies later and say, you know, that had come out after that, and said: "This is a really toxic area here." And: "I hope I protected myself well." On that, and I didn't bring in anybody that didn't understand that, you know, just one or two of us would go in and clear it out. But I've always been concerned, and concerned for my son, and all, about those exposures—potential exposures. So…

MC: Do you think—

SM: You're living right next to refineries, you know? It's horrible.

MC: Yeah. Can you tell me the story of that landfill and the story of the—or… the story of your involvement in, especially, with the EPA?

SM: Yeah, the landfill's key. It's not the only toxic thing down there. It was a series of creeks and marshes that had been filled with debris from the city, and construction, and whatever. And they made solid land out of it. So, we've heard stories of people saying, "This black stuff's just oozing in my yard. What is it?" I ask where they are and said, well, "You're near—the old creek used to go through there, and all that." But, the Clearview Landfill, specifically, has somewhat of a complex history. Today it exists as a large mountain, almost. It's almost a naturalistic feature. It's all heavily wooded. There are roads up into it. There are—there is industry at the one end, base of it, and starting to go up the hill. But, it is a man-made mountain. It does isolate and provide, you know, a rural feeling, actually, to that area—both sides of the creek to Darby. I'm sorry, the Delaware County side, and the—which is Darby Township, not Darby Borough, but

Darby Township, which it actually lies in—and Eastwick. So, when the Eastwick development—Korman brothers, the city of Philadelphia, were pushing closer into that area, you're not far from the trolley lines. So, they felt like they wanted to be there rather than pushing further down, and wanted to leave room for airport expansion, further down. So, the Cobbs Creek—even though this is Darby Watershed, and Cobbs is the largest tributary, come together, actually, today, behind Clearview Landfill, it's a place where most people have never even seen where these two creeks that we always talk about, that are always… You know, even in the watershed group, people have not seen where—it's so remote, in part, because of this landfill here. So, the creek—the Cobbs, before it joins the main Darby, and they're almost co-equal size at that point. And they are tidal, so they're going up and down, they're below the fall line, which is up where my Bluebell is, on the Cobbs, and in Darby Borough. You could actually take a boat into Darby Borough at one time. They have pictures of this, and all. Part of its development, and why the borough rose there, from colonial times, and why the governor princes, Swedish mill, was put up by the Bluebell, and all, and why the road crosses there, the road to South Woodland Avenue. So, the creek was in a place now, which actually more closely follows the city boundary at Clearview. If you take a map, you'll see that the boundary is following down to Cobbs Creek, and then it veers off of the creek, and it's kind of squared out, so it's not a meandering line, like in a creek. And that's because the creek actually used to turn there. So, they redirected the creek to the other side, where it is currently. There had already been a landfill—now, I don't know the actual origins of that landfill, sort of where some of the houses are, and where this field is, that's adjacent to houses where the Eastwick rec center is, and just to the northeast of the Eastwick rec center. And I don't know the exact extent—I have never, even though we're doing all this work, and perhaps the EPA has these records, of where the extent of that landfill… And it may have been pre-records. This is on—you have to remember, this is on the easternmost edge of Delaware County, in what was intended, later, to be a black neighborhood, on the other side, maybe not in right there, but certainly down in Darby Township. And, cities, and the way we do things in society frequently, is: "Well, there's going to be a dump somewhere. We're going to put it on the edge of town." Well, this is the edge of town for both. Main Delaware County's further west. You're close to the city. There's politics—who's Democrats, who's Republicans. The Philadelphia suburbs have been republican for 130, -40 years. It's the most solidly republican section of this country. Philadelphia went—was like that, and then went democratic in the '50s. So, at the same time, they're both kind of making this the edge. They're pushing this—you know, and there's this need to dump—or whatever need (I'll use that loosely)—to get rid of refuse from everyone back from Baldwin Locomotives, even down, to certainly the refineries, and the associated industries. And Eastwick became this main black hole where you'd just throw stuff in. And, there are some aerial surveys showing this going on, and it wasn't regulated. To this day I believe the lowest parts of the Cobbs Creek are still what is called an "unpermitted creek." "Unpermitted" means you don't require a permit to have a discharge pipe, which—so, it doesn't mean that it's not permitted. It means it *is* permitted. It's almost like a doublespeak term. It's just how it came about. And, that allows the Philadelphia Water Department, the sewage system, to not have problems when their system overflows with—well, "You just went too far." And, of course, since then, Philadelphia—that still may be the legal representation. But, Philadelphia certainly went into a leading-edge practice, where theoretical development of the idea of, "Well, we don't have enough money to build systems that will handle all storm water

and all sewage at peak, during rain events, but we're going to do all this storm water management." So, we're leading the country in storm water development, you know, projects, and all. And, it's an experiment that, you know, started well before the Obama administration—I think the Clinton administration. Or, well, it wasn't actually signed 'til later, and all. So, but, that fact that the Cobbs is still this unpermitted thing there, allows any of the sewage overflow, when it overwhelms the system, and it just flushes from the streets, and then can happen there. And, it's the lowest point of the city, which is important to sea-rise things, especially, being with the creeks are tidal around it, then you get a storm water surge. And that's when flooding happens, when the two rise at the same time. So, that's the background of Eastwick. It has always been this place. It's only now, after 40 years—and, I had a guy, who remained anonymous, at the EPA, say, "Look, we're getting it now?" You know, that this has been on the list for so long. You know, it is environmental justice, of the largest kind. We're one of the worst examples in the country. Even though it turns out the landfill itself, where it is, is not a huge dump, as some other places are much more toxic. But, it does have a residual—it does have this leachate coming out. And, there is a plan—how to dig a trench around it, how to build filtration ponds. And I, actually—'cause we need to have the East Coast Greenway continue through, nearby and adjacent to it, and perhaps even recreational use on top of this mountain, for birders. 'Cause you can see it in New Jersey. You can see all the airport. You can see Center City. You can see all the neighborhoods. And, rather than an industrial development, which, Darby Borough—Darby Township, excuse me. Darby Township would like to put another junkyard back up there, you know, and do the same thing, because it's away from there. Their main part of town is miles away. It should just be a lightly-used, perhaps, parking for the environmental refuge, and an observation thing, and a sledding hill, or something. If it's scraped off and recapped, and the leachates dealt with appropriately, and a trail actually goes through the area, despite these issues, if it's all handled right. So, what happens with this dump is, when it's developed, there was an earlier dump there. They actually, literally, moved it out of Philadelphia. They moved the dump to where it is now. They took everything—supposedly, they left off a lot, actually, underground, and, moved it over another 500 feet, or whatever it is, a thousand feet, into Delaware County. Delaware County got the understanding that they could continue to use this as a dump and make a limited amount of money to a very poor township area, but far away from their population center—still close with the Philadelphia, and the new development that it was moved away from, so that Philadelphia could get what it wanted, which was immediately buildable land, whether that was a good idea or not, and we're finding that, in some cases, was not a good idea. So, we're fighting to see if we can maintain these neighborhoods, by trying to actually clean it up at this time. But, there is a lot of pollution there, and all. And, so, I am no longer a TAG committee. We do have scientists on this. Now the neighborhood is—I get involved where there's nobody involved, where there's vacuums, until somebody else can take it. But, I follow it, and still have strategic ideas, I think, that are… As you may have just heard, I think, more in advance of some of the other—the EPA doesn't like the idea of any kind of recreation there. They just want trees, and stuff. But, I think it's an almost irresistible place, and could actually become part of the environmental refuge—the Folcroft Landfill, which is a twin of the Eastwick one, and managed by private, and they're dragging their feet. You know, the refineries are managing themselves, because that's where a lot of the toxic stuff went, has actually fallen within—was actually given to the Heinz Refuge. And that was probably because of political things, and power, and all. And,

that's behind Eastwick, but has—so, I'd like Eastwick to become part of that park. And, there's some historic things, Underground Railroad, in between it and the Refuge, but the Refuge currently gets—doesn't have enough parking for when they have big birding events, and all, and has gone from this, "Why do we have a refuge here?" to now this urban gem, you know, totally. And, the current manager of it now, the head of it now, buys into the East Coast Greenway. He buys into most of these ideas when he first came in, was about the time I was not—becoming not as active, and being forced out of the Bluebell, and, still being a single parent, and had many other projects—the high-speed rail, and stuff—that was coming to a head. But, I said, "Look, you can get this." And they've adopted the East Coast Greenway routing from Bartram to there, realizing that this is what's going to draw more people down from Center City, from the region. At the same time, we've been successful, and I've been successful, been involved in this, and leading hikes and tours, and, where we can put different trails in there, and reaching out to the community, where you have—years ago, you didn't see anybody from the community. There were only outsiders. Now, you see more people from the community than sometimes outside people coming in, which is a great victory. So, that's really cool.

MC: When you said that you liked to fill a vacuum for these projects, can you talk to me a little about what's that like, or what that means to you? I think it's a really interesting idea—especially in terms of community activism.

SM: Right. Well, I don't have degrees in most everything I do. But, I think I rise to a professional level. In the case of the high-speed rail, the federal railroad administration people say, "You seem to know more than our engineers do about these issues." So, it's self-study, and all. So, when you're in a vacuum area, any help is appreciated. In Eastwick, any help was appreciated. Now they have outside people. So, it's both an opportunity and a challenge. And, it's not lucrative, if you don't have a degree. It's not something I do, necessarily, for that, for recognition or anything. But, it gives—there's a lot of freedom. You can get in early, and do stuff without—you know, and you take care of the things you have to take care for the people that you're… that may have got you there, whatever. But then you're free to really be able to devise other things, and other strategies, and see the bigger picture early on, rather than just pieces of it, that you may be involved in. So, going into the vacuum, where it's needed, whether it's down in Chester—and I told them they had no one from Delaware County, was talking about the high-speed rail issues down there and testified to City Council, and told them, "Here's your opportunity to have a high-speed rail station, such that, will help to bring your downtown back, if you're on this line." Is very similar, you know, to going into a community, and being the first to lead hikes, or cleanups, and all. So, there's a freedom, but there's also an issue where, you know, people—lot of times, there are other entities with ideas and plans. And, if they're good, that's fine. But, if they're not, then they're going to try to tell you why, and make that understood, and educate the population there, and keep people that then take up the reins of, you know, their community. You're just generating ideas and initial things.

MC: So, specifically in Eastwick, what was the vacuum that you saw, and how was it, you know, something that you noticed?

SM: Well, the EPA wasn't involved in the superfund site, at that time. Well, they were studying it. There was a TAG committee. There had been a TAG committee through the Darby Creek Valley Association that I had joined, for the Cobbs—was already doing some stuff, but there was not much attention, actually, at the EPA, to that. You know, it's one of hundreds of sites that have superfund sites, that there's not funding for. But it seemed to be ramping up at that time. When I left, there was EPA involvement, and, so, we were building awareness at that time. I had brought—literally, brought the East Coast Greenway through there, which suddenly got people's attention. I sold it to more prosperous sections of the Darby Creek Valley Association, up in Haverford—Upper Darby, Haverford, Newtown. I say, "Look, this endorsed the East Coast Greenway in the lower section. That's going to lead to attention for you, at the same time, and it will help to take care of these problems, because we'll have a national trail, and attention from city, state, and federal officials, down there." So, it changed, and I was at the right place at the right time. But, it also helped to kind of give it a little bit of a push, over the thing. "Come on, start to fly now. Start to fly." As well as, I was there for this critical thing about where this railroad station was going to go, even though it's in planning, and everybody doesn't think anything's going to happen for many years. We got to get in early—because, the city was pushing a plan that was going to be in the neighborhood, in the residential section, or spill into the residential section early on. And, then, Korman had this development scheme, against the Refuge, against the freshwater pond, where, literally, these parts would be looking down on the only freshwater pond in a brackish, semi-saltwater refuge. And, that's not something that made sense. We could develop a little bit along that edge, but not all the way up to the Refuge. There used to be a barrier, and especially in that super-sensitive habitat, and over-building issues, and flooding issues, that that could exacerbate into the existing community. So, and that I pursued completely separately from anybody—I mean, I tried to get people involved in Eastwick, but it's just kind of esoterically floating over people's heads. "Oh, okay. What's that going on?" I said, "Look, you could come to this." So, I'd show them, and they'd go, "Yeah, yeah. That's right, that's right." And I'd get kind of verbal support, a little bit, but not actual support. But, by the time we got to be talking about Eastwick, I'd already established, with the federal people, that we're doing the planning—is this station going to go this way, why it makes sense to go this way, but, also, not be in the neighborhood, but be in the airport. My lobbying, constantly, on planners paid off. They knew I knew what I was talking about. They started to see the BS, over 30th Street routing, versus Market East, just so that it was in the Center City district, and all. And they believed me there, and I was able to win that tremendous victory for Eastwick, which is still not that understood, really, there, but by a couple of people, although we changed what that City Council thought was going to happen, what was desirable. And, it was like, "No, that's not what the people are going to want. I know these people. They don't want this." So, I don't know if that answers all your questions. It answers some of your questions—some of the questions.

MC: So, backtracking a little bit—so, where does your expertise come from? What's your background, and how did you, sort of, start doing this—it sounds like pretty independent research, and knowledge-building?

SM: I don't know. I just learned how to… just pay attention, intelligent, you know, try to learn what needs—do the research, look at the actual maps here and go, "Actually, what you're saying

here is not actually what your data shows." And, I can show you that all through the interview—specifically, they're saying stuff in here, and it's like, "Well, that's not actually what your data shows. You guys don't know how to report this." Southwest Philly, like I was saying with West Philly, has always been in this shadow, where it's been as, being pushed down by different—whether it's Center City, or even Philadelphia general is like that, where we're always in the shadow of New York and not appreciated. Now, it's being appreciated much more. It's emerged as this affordable place, in this great location. I just would see those things ahead of time, and see where the actual work was getting done, where the actual benefits are, and where the actual science takes you on stuff. So, I'm just largely self-educated. I could say, in the development across this country, in history, after we went away from ports, you know, driven by rivers and stuff, that railroads developed this country to what it's infrastructure is, just as streetcars developed North Philly, South Philly, West Philly, all built around streetcars, which are now gone, except for this remnant—we have one of the only remnants left, of it. But, if you understand their history, you understand American history. So, and, if you understand history, you can understand the future, at least at the level that I'm dealing with, where—and that's why 30th Street has become so important, because the infrastructure is here, and all. So, I just thought about it a lot, and just had that benefit. I mean—now, if you want to go into family history, my father taught me and my mother. She was very much into history, too. My father was into infrastructure. It wasn't called that, of course. It was just the Pennsylvania Railroad, the tremendous legacy of these lines, all this stuff we did as kids, for looking at this stuff, and all. But then I was able to look into the past and see how Philadelphia rose to be such an important city, besides its colonial, patriotic, you know, Revolutionary War history, but what made it economically arise. And then, after that, even as it was eclipsed, it was still the economic center—the industrial center of the country, of which Eastwick is a loser, in that, to some extent. They called it the butt of the park, where the Bluebell Tavern was. They didn't use that word. They used another word. And, you know, so, there is a downside to everything. But, my father actually went to Wharton School, and my grandfather was into journalism at Penn, and my great-grandfather was the captain of the hockey team in 1909, at Penn. So, I've not gone there. I hope my son goes there—maybe. I'm friends with some people there. Maybe, at some point. I'm now no longer a single parent, I'll go there at some point, or something. I can teach classes there, if they took people uncertified, which they don't. So, I just really self-taught most of it, and family—I was lucky enough and born in the right place, where this stuff was appreciated more, to some extent. I just say—I was in an interview on the steam-train excursions that I ran, was the operations manager for that. No training. The regular railroaders had to run back and take care of a project on the Short Line Railroad. And so they said, "Who's our best volunteer? Who knows how to do this?" And, they're like, "Me." But, when I—when the big boss, the owner, was too involved to get, to do an interview with the Asbury Park press at the time, and we were trying to run an excursion down the North Jersey coastline, one of the things that was funny—you know, when I interviewed, going, "Oh, how do you know trains?" And I said, "Well, I come from Philadelphia." And that's all they wrote. That was, like, assumed—well, you're from Philly, you know these old things. So, it was just funny. But it can be true. I'll go up into New York, and they're like, "How do we—" developments about the tunnels they need to build for Amtrak, and all. And they go, "Well, why are you here?" Hundreds of people… And this guy was trying to embarrass me because I had won the battle in Philadelphia, and so I said, "Well, I think it was

Philadelphia who solved this problem a hundred years ago for you guys up here." And they all started clapping, like, because it was like, Pennsylvania Station and Amtrak into there. You know, so, I think we solved the problem for you before, you know, and I'm just here with the knowledge of what they were going to do, as well as the knowledge of how it can be done today by self-study. And Americans—we had no engineering schools, for at least high-speed rail, and other things, and forgotten areas. And that's where I can step into the vacuum. And I'm not the expert, but I can turn over engineering-level designs, because, frequently, in America, we get designs from politicians, and political things. "Alright, we're going to do this, this, and this." The engineers are like, "Oh my God, that's the stupidest thing." But, they're employed to do—so, some of them will do that, will say, "Okay, yeah, we can do that. We can do anything." But, what makes economic sense, and all. So, United States—it's funny, the Chinese, for all their political problems, for all their oppression and other stuff, their politicians tend to come from engineering circles. Ours come from lawyers, and litigators, and politicians—you know, not engineers, you know. There was a time when we were more engineering-oriented, and there's a problem with that, to make better decisions, and how things—you have this intuitive understanding of how things work.

MC: And, it sounds like, when you're talking about, you know, what a vacuum is—something that you mentioned was that, a discrepancy between data and reporting. So…

SM: That's oftentimes what it is. I can show you exactly, in this article that I have laying out, how that works. The whole Hyperloop thing is—doesn't work. And yet, it's this huge thing, and whole schools and classes are… It doesn't work. It physically doesn't work.

MC: And why do you think that is? Why do you think that discrepancy is there? What's the cause of this disconnect?

SM: Well, because of the lack of engineering understanding. You know, sometimes too big of a self-esteem, or an esteem. People don't think things through. They're not empirical enough, or emotional, and, you know, this is human nature. But, when it gets too much of something and out of balance, you know, we believe—you believe your own hype, or notion of hype, or notion of… So, we've lost, a lot of times, how we've arrived at these things we delude ourselves over—we'll always be great at this or that, and oftentimes that is the case. I do believe in some exceptionalism, as they called it about America. But I also believe it is all hard work. And, but we spend too much time on sports, you know, on trivia, on Hollywood. You know, even though I love some aspects of that, it's like, I don't care what these people are doing when they're… But that's what we focus on, rather than self-improvement, rather than taking care of our neighborhood, rather than fixing problems, and doing a good job, you know, which, look, it's style over substance. We've got to be more substance… [END OF PART I]

SM: In yesterday's *Inquirer*, I have a good example of how people's previous perceptions affect even when they get empirical evidence that says the other thing, they still stick with their beliefs. I'm going through that, personally, with people. You know, it's like, "The overwhelming

evidence is—," and I wish I could quote it better in the studies I've seen of it, and all. But, here's an article about—right up to the minute, SEPTA feeling pressure from Uber competition. Ridership is going down. So, they talk—and this affects directly West and Southwest Philadelphia. So, they go on in the titles. And this is one of their—the SEPTA's, the *Inquirer*'s top Transportation writer, person that I met with until he was told not to meet with me, 'cause I'm doing things that some other people don't like, and all, and then was out of the Bluebell, and out of some other organizations, for my activism, because I was too active, and actually effected change. So, in this article they're talking about how bus ridership has fallen, how some regional ridership has fallen, although they don't give statistics for that. And, they say ridership on SEPTA buses and trolleys has fallen. So, they have two maps here. But, the West Philly, and into Southwest and into eastern Delaware County, trolley systems are, actually, not falling in ridership. But, because, they're urban like rail, and it's only one political county in Philadelphia, not three or four in SEPTA's governing board, and then fighting in Harrisburg against everybody else, SEPTA has the largest capital budget in the state of Pennsylvania, on the government level. But, there's this continuous fight for resources. So, trolleys are more resource-intensive than running buses, but they also turn in higher ridership. They develop communities. Historically, they developed all of Philadelphia, except for the far northeast, let's say, and all. But, the other counties don't want to spend more money in Philadelphia. You know, we only have two board members. We have 85 percent of the ridership, but two board members in Delaware County, as two in Bucks County, as two in Ch—you know. So, that there's been this misrepresentation on purpose about ridership levels at—for the trolleys, and how well they do, because they don't want to know that. They don't want to build more lines. They don't want to build political consent. I've been one of the primary activists for it, such that even impartial reporters fall for this information constantly. It's a minority system—and I mean minority, lesser size than some of the others—but, the five trolley lines carry a subway service in West Philly, into Southwest, into eastern Delaware County, and Center City, and University City carry nearly as much ridership as the entire thirteen Regional Rail lines that get all the attention, all the money. They have a lot more problems. They do need more attention. And they do have a bigger range, and all that. But, we get crumbs, not significant pieces—that, even when it's being reported on by people who should be looking at this… You'll see this map shows bus lines that—now, again, they're talking about buses and trolleys, and they constantly say buses and trolleys. On the map it says "bus routes with ridership gains." They really means transit routes, and then ones with losses, these are all buses. Every single one of these is buses. Some of these ones with gains are buses. But also the trolley lines—all five, I believe, of the trolley lines are actually shown here. Yet, what's the title say? What are people being told in the story? This is a huge reason trolleys gain and retain more, is because it's a better service. It goes into the tunnel, even as poorly as it's run. But the perception is not there because of decades of misrepresentation. And even when empirical data is directly in front of people, they're not seeing it, and writing in the article, not just in the titles, the wrong thing, when this is actually the key to growing ridership, is to put in a couple more of these lines. And, when you put them in, the buses around them, ridership starts to go up, and all. So…

MC: And you can see that the gains, it is concentrated in Southwest—

SM: It's concentrated in Southwest—

MC: And the losses are, tend to be in the center.

SM: Well, they're in the center because that's where all the lines show up. But these are all bus lines. There are five trolley lines—the bulk of the system, here. And, I actually—it doesn't show the Norristown High Speed Line, but I think it shows the Suburban Lines, even. Now, they're a little bit different. But, the bulk—excuse me, in the trolley network, is the subway service, and they are literally shown as gaining ridership. But, what is the title? This is a perfect example of how, even when the data is there, we don't see this because of our previous expectations, because of an information war that's been going on for decades. I mean, there's whole—there's the movie about, you know, how these lines were killed, that heavily stars Philadelphia, and how General Motors shut these lines down, and all the lies, and all the different stuff. Now, it wasn't the only reason they shut down. It was also because we weren't subsidizing, you know—rail is more is expensive. We weren't putting our money there. We were taking it away, and all this other stuff. But, in this country, one of my primary reasons for wanting to help Eastwick, West Philadelphia, places, is that we've got to do this to remain economically competitive. We have taken an infrastructure that was this dense city, older, close-in suburbs, and stretched it for hundreds of miles out, for not much more of a population gain. The city's actually gone down a million from it's peak, and more. The suburbs have grown substantially but not enough to cover that. And, the infrastructure costs are much more, 'cause we just built these highways and sewer lines, and stuff. And they're not as cheap to replace. You know, right now we're starting to get into replacing sewer lines in the city, and it's a tremendous cost just in the limited city area. So, to, you know, remain economically competitive, we've got to, you know, stop this sprawl—bring it in, make sure they're paying and not being subsidized by the city. Literally, the city—you talk about the subsidies that come in to us now… It's because we were abandoned, and we put out all this money to pay for things, over decades, and investment, and, now, some has to come back. But it's also—that's where, for SEPTA, the ridership is. But, you can see from that article, exactly how it's the opposite of what it actually is they're saying in the paper. And these are how—this is an example of these misconceptions. So, specifically, with sea rise in that area, you'd have planners, you know, ignoring some of the sea rise… Now they're talking about it. Now that's changed. But not at first. Not when I came in there, not when I first started raising the issue, about it. They were not talking about some of these issue, and how they're going to—we still haven't planned how to deal with… Are we going to put a firm trail that's going to protect Eastwick or not? That's still in question, whether my vision, or—and, so you get people in that are driving cars and telling you, "You can't do this, because it's not environmentally—." "Well, you're building right along a creek edge, so that's not preservation—." You know, we have people that don't want a trail through the watershed, because they want their little private park—public park, you know, they don't want people coming through, or, because there's pavement somewhere near the creek. But, if we do have a trail along the entire creek, and that's through the upper watersheds, and lower watersheds, and Tinicum, Eastwick being a major destination where there can be a whole bunch of trails coming through. We'll get a lot more people out of the car than the current model where you drive to a place, and then you go out just a little bit. But, if you have this continuous trail, you're going to actually reduce pavement and demand for highway,

and other places, ‘cause, people will not have to drive to get there. And, even though there’ll be a 10-foot trail next to it, or eight-foot, or whatever, near the creek, that’s still a lot less. You know, you have to build some infrastructure. Is it the best kind, you know? Is it, you know, producing the least amount of pollution? There was some other point in there that just totally eluded me, that I wanted to speak to, but, oh we’ll get back to it, at some point, in this.

MC: Okay. So, thinking towards the future—thinking forward, what kinds of data do you think are most important to building that best kind of infrastructure? What kind of research do you think should be happening?

SM: Oftentimes, we throw out the baby with the bathwater. We have to be very careful that—some of the political backlash across this country is about not taking care of the true needs, and the better ways of doing things, of what we do, already. Looking into the future, believing, next type—so, it’s a balance, to understand what actually does things, what actually works, how that can be better modified. You know, it’s going to things, even, like, nuclear power. Is that really the cleanest, or is it not? You know, it’s, you know… So, what data, specifically, the things we need to ask here… The weakness in American planning—and it’s been confirmed in my efforts through the Eastwick area, and through the, up and down the northeast corridor—is that we don’t have a vision going in, per se. We might have a limited vision, but not, an expert that comes in, that really anticipate the needs. How that happens in these bureaucratic planning efforts—so, these efforts that are kind of bubbling up through, sometimes miss the bigger points, even if they’re collecting all this data, and coming up with stuff, such that, they will start to not see the bigger picture as they propose things out of their smaller vision, thinking they’re covering everything. But, it’s almost impossible for—it’s not a democratic effort, but a broad effort without a vision, and finding the visionary type of planning that anticipates those needs well. And we had that, and we’ve had people like that, but we stepped away from that. And the bureaucracy is self-perpetuating, the plan—you know, a lot of times there’s reasons, whether it’s to provide internships, or whether it’s to provide jobs for planners, or whether it’s to look like we’re listening, ‘cause a lot of times the efforts are not always listening. I believe that you guys sound like you’re listening more, but, for instance, on the Penn’s Landing waterfront, again, planners, forward-looking planners who had a lot of good ideas, new urbanist stuff, stuff that I support, that I actually lived more than others, ‘cause I don’t own a car, ‘cause I really moved in the city when it wasn’t popular, and take this all over. I don’t rent a car. No, I will go by train and bicycle, and walking, and whatever. But, they would come in and say, “Alright, South Philadelphia, Penn’s Landing, the Delaware waterfront—it’s all going to be housing, ‘cause that’s the urban —” Well, what about the port? What about this port, that it may be blue-collar jobs, and maybe they’re not supportive of, you know, other policies, or other stuff. But that’s a baseline industry, paying really good wages, frequently, for whatever reason—the unions, and whatever. Sometimes it makes us not as competitive, but supports this whole ecosystem of other jobs and other things. You don’t want to become—so they were trying to get rid of the port areas above the Walt Whitman Bridge to Penn’s Landing, and not be port, and just be housing. And I’m like, going like, “No, no, you don’t understand. This is needed. There’s going to be expansion.” We closed off so much of the rest of it to put in housing, which is needed, because we consolidated the port, and things are more efficient, and it’s handled in giant bulk amounts.

But you've got to have some back-area understanding of industry better. And, sure enough, South Philly people push back, and the political representative down there, at the state level, pushed back. And then something funny happened. SEPTA started building rail cars down there, and it's like, that was a wakeup call to some of the people that were involved in planning. Why would anyone want to open house political deal, and all? But, yeah, this waterfront—and, it became obvious to them that, no, we were not going to be building housing in this one last section of the central waterfront, just above where the big ships will come, which is up to the Walt Whitman. Now, there is a port up in Tioga, but it's smaller. You have to be smaller to get under the Walt Whitman, even smaller to get under the Ben Franklin, and all. And, actually, the biggest ships can't even come up the Delaware now, at all. They built the Delaware River Bridge too small down in Delaware. The Chester Bridge is actually bigger. But, you have to have a better anticipation of the balance of what actually works, what we actually need, not just these utopian visions of things that are going to work—that you're going to be able to build a perfect vacuum in tubes and go across the United States at, you know, hyper speeds, which is theoretically possible, but no one's ever built a vacuum, and no one *can* build a vacuum in a thin metal tube that will not let in air, and the whole thing. As a Cornell professor, test said, "This thing won't work. And why is everybody doing this?" So, but you've got to anticipate what the real needs—the real needs is, there is going to be an airport down there, despite everything. You can't shut that down. There is going to be development in Eastwick. How do we accommodate this development? Where's the land? Well, the land is by 95, because it's overbuilt for the—history, the answer's in the history. There were going to be two more expressways. They're not coming. That's not realistic, and overcompensating for industry and development. But there's land there to put more hotels, without impacting neighborhoods, getting the jobs, providing place for the airport to expand. You put in high-speed rail on a, you know, 50-foot right away, you don't need to build an expressway double-deck, and wider, and more airplanes, and all that. But it will kind of go through Eastwick, but in an area that is built for sections, that's been there 150 years. That was actually the original route to the south, went through Eastwick. They rerouted it to Ridley. Now they want to put it back, because the airport's there, because it's straighter, and you go faster. So, you have to be a visionary, somehow. We have this system that just kind of bumps along, and, in the meantime, the places you need to put these things in are bought up by other people who say, "Wait a minute, you know, I'm fighting over rights of way in this area." You know, and they want to put buildings right where the Pennsylvania Railroad left space for extra track, because it's going to be needed when we do build the 200-mile-an-hour line to 30th Street. You know, it will go by Bartram's Garden, but it can be in a tunnel there. That's not going to hurt Bartram's—that's going to preserve and help the neighborhoods, and help Eastwick, and all, have better jobs at that station. And that is down there to a lesser impact. But, yes, it will have to go near Bartram's. But, some of my environmental friends, are like, "Oh, you can't…" But it's going to be in a tunnel. It's going to be over—you know? So, I don't know. It's very complex situation. I wish I could give you simpler answers.

MC: So it sounds like—let me make sure I sort of understood what you were saying. And, definitely correct me if this isn't what you meant. But, it sounds like you're saying that data has *a* role, and new research has *a* role, but that it is also—yeah, but, it's also important to: (1.) Consider the people that are nearby, and the people that are connected through this—

SM: And their real needs, and establish what's there now, and how does that migrate to the future. How does that migrate?

MC: And: This visionary element of anticipating a sort of bigger-picture understanding of what's happening, how it all fits together.

SM: Quicker than, you know, slowly-moving consensus. 'Cause people have their wants, their desires, and, you know, not always what's in their better interests, you know. What they do need—and I hate to say it that way, because you look like you're not being democratic, but you are. You're caring—"What is that person who's against this really trying to tell me? What do they know that I don't know?" And, most of the times, there's something there that you got to think about. We went into Long Island, and one of the objections was because there was an aquaphor there, and we needed to put it—to get through this neighborhood a tunnel. They're saying, "This is so historic." "I'm from Philadelphia. You guys are—what are you, a church-, a football field-length over there? I have buildings this close the whole way." I'm sensitive to this. I grew up out there a little bit. I've been riding my bike around. I get it. And, the aquaphor thing was something I didn't know. I was like—and I turned to the federal railroad people and said, "This is a real problem—that this is what they're saying, here." But then I did the research, and it's 300 feet down. And, we're talking about 20 feet, 25 feet. It's not a problem. So, you know. So, you do absolutely get all the information from people. At some point, a decision has to be made. Philadelphia Quaker consensus, if you understand the term and the history of that, turns out to not work, fully. You've got to have some executive—it can be abused. It can be done wrong. Political systems can be undermined for representation. But, you can never get 100 percent, which is what Quaker consensus is—99 percent everyone, you know, agrees. You should find out what the problem is, and then deal with it, for real, if it's at all possible. But you've got to move forward. So, data drives that. It's got to be empirical, and all. It can't just be emotional. And, at the same time, it should be inspiring and heroic, too—something people can believe in. They need that, especially in depressed neighborhoods. They need what is special about here. I do a lot of greening, but I also am involved in murals, stuff to build up, you know, why this was great. What happened before, you know, and how that can be incorporated in the future.

MC: So, just as basically my last question, what do you hope that the future of Southwest Philly, the future of the Schuylkill River, look like? What do you think are the key—what are you're sort of core hopes for this area of Philly?

SM: My core hope is that it doesn't decline—because, it's within the cycle of decline. It's 50-some odd years old, on average, not including the things that happened 300 years ago, which is actually the origins of Philadelphia down there. This is where the Swedes landed, and other histories and native stuff, and stuff back to the Underground Railroad, that is relevant to populations there now. It's a story that they want to know about, and care about. But, the built environment, currently, is, generally, 50, 60—you know, it was built in the 1950s, '60s, '70s, and '80s, and is aging, and has environmental stresses, heavy environmental stresses. That it stays

competitive, that it's reinvested in, that young people want to move in here, because, the big problem in a lot of these Philadelphia neighborhoods—and you hear about it even right around here, in University City, is that they become empty after a while. People move out. And I've heard where streets were basically empty, and it was the first person to move in. Now, of course, it's super popular, and all. It needs to be that the people who are here now, their children, the older people, I think, should have a tax break, where their taxes don't go up, once you're a certain age. And now that I'm getting to somewhere close to that age, it looks like I'm advocating for myself. No, this is just a policy thing. I don't own real estate like that, anymore. And, that we try to allow the people who are here, now, we try to encourage their children not to just move on to greener whatever—that this is the greener place. Eastwick does have—and especially now that people don't have time for lawns… You know, I'm out here cutting the grass, and people are like, "Oh my God." This is just normal stuff, you know, that needs to happen on a bigger property, or a suburban property, and all. And, I'm hopeful that we can put enough green stuff that we can have the good transportation, that we can have the jobs going to community people, but we're closer, by transportation, which is my expertise, to the job center, so people do want to live there. And we deal with the pollution, and the health issues, and have strategies for that—so it's viable, and improves.

MC: Alright, so I think for me that's a good place to leave off. But, is there anything that you would want to add, anything that you think is important that we haven't talked about, in terms of, sort of, this scope, this aspect of the project?

SM: I'm sure I'll have more later, as I think about it. I know I have a lot of information, so I don't want to overwhelm. Eastwick has a history that should inspire its future. And this is before the current situation of the last 50, 60 years. I like to look to the better sides of Philadelphia, to the better sides of that history, as opposed to the people that were forced out, you know, for the redevelopment, of it, previously. And, that, you know, in some aspects, it was a bad deal to put houses where there was a dump, you know. It was short-term making money. That we are open to new, to help, to other people investing in the area. That it's this inclusive Philadelphia version. Historically, the city—when they went to redevelop around Independence Hall, or, to build the Mall, and build the National Constitution Center, they had to do all this archaeology. And, Colonial Philadelphia, they were surprised to learn, in the town itself, as opposed to the countryside, which would have been Eastwick and West Philly—that, how integrated it was, at that time, that there was a Native American family who had Christianized or something—assimilated, yes, but who were living next to an English family, living next to, you know, a German family, to a Quaker family, to, you know… It wasn't 'til later that we segregated, and South Street, and south of there, of Christian, became an African-American community. The black bottom arises behind this Quaker meeting house here, and along Market Street, which later got cleared out, probably had a connection with this earlier meeting house here. So, we segregated like that. So, I believe in the Philadelphia, original Philadelphia model that has not always been adhered to. We've certainly had the problems here. We certainly had the problems here. But, that we ascribe to a better other thing. I've been to other cities, and the situation is not as good as, you know—and I've, you know, as a suburban-grown, you know, boy from the suburbs, you know, saw a lot of racism, both black and white racism—white races and black

races, I should put it that way. And that's not good. And that's not the answer. The answer is: What are everybody's strengths? What can we all bring to the table? Cities work best when they are not stratified and segregated—stratified by economic means. And, you know, there is a chance of becoming unaffordable. We are very affordable, but, in places we're not—how do we do that without just giving money away? Do we train kids to have skills—whether they're the older skills that are still in demand, to actually run things? You just don't farm everything out to India or China, or somewhere like that. That we need to have those skills here, at the same time we develop new skills, the newer jobs—the academic environments that do the research, and develop these newer things. So, that's my vision for everywhere. But, for Eastwick, which had a history, and that—did, as I said, was one of the reasons why even rock and roll kind of has a foot in Eastwick, that there was a tolerance to hide people here, not just the marshes, but there was a tolerance that the natives came from the frontier to seek the protection of Philadelphia, down in Eastwick, at one time. So, we need to be those better people, here, as this moves forward, and include everybody, and give everyone a foot up. But, also be open to outside—if you don't have more investment coming in, you're crumbling. And there's too many places in Philly that are crumbling. And people are afraid when anything happens. You can't be like that.

MC: Okay. Well, thank you so much.