

# INTRODUCTION

What is your name as it will appear on the ballot?

Anthony Phillips

What office are you seeking?

City Council – 9<sup>th</sup> District

Campaign Committee Name & Address:

Phillips for Philly Families

Campaign Website Address:

<https://www.phillips4philly.com/>

Candidate Introduction:

Councilmember Anthony Phillips represents Philadelphia's 9th District, covering Burnholme, Crescentville, East Oak Lane, Fern Rock, Lawndale, Lawncrest, Logan, Melrose Park, and Mt. Airy, Olney, Oxford Circle, Summerdale, West Oak Lane.

As an innovative educational leader who has helped thousands Philadelphia students access a high-quality, affordable college education, Anthony Phillips will advocate for increased educational opportunities for all Philadelphians. As a young teen, Anthony founded Youth Action knowing that hard work and education were the passageways to our community's opportunities. His loving, single mother worked two jobs to ensure that he and his sister had the best chance at success in life. She sacrificed to ensure her two children had every possible educational and extracurricular opportunity. Anthony is running to ensure education and opportunity are hallmarks of a council district! For everyone!

His family moved from North Philly to the 9th councilmanic district when he was eight. Like numerous people who sought better housing and schools, his family settled into the community but never settled for anything less than exceptional. Anthony will always demand

the best of the city and its government in meeting the common needs of all residents from every part of the district.

After a world-class education that included an Ivy League university, Anthony “moved back home” to pay back the community that raised him. His hard-working mother and sharecropper grandmother from Marion, South Carolina, taught him that education and preparation were important parts of a positive life. Hard work, integrity, open communication, faith in God, innovation, respect for elders, encouragement for children and young people, and friendly customer service are hallmarks of his life and work. He will lead in city council and serve the 9th District with a commitment to these core values. His staff will also reflect a friendly, service-minded approach to meeting this community’s needs.

His mother worked two jobs, and his grandmother labored as a maid so that Anthony could attend Bates College, Morehouse College, Yale University, and the University of Massachusetts at Amherst. Anthony is in the final phase of earning a Ph.D. in African American Studies. He will bring this knowledge and combine it with practical work experience to create opportunities for students and a stronger, higher quality of life for families.! For everyone!

Like many neighbors, Anthony wants safer streets, a more visible police presence, constructive community-police collaboration, better schools, stronger and cleaner business corridors, and a more responsive city government. Phillips believes that the district’s schools must provide mental health and emotional support for students who COVID and violence have impacted. As he has done with Youth Action, Anthony will develop and implement programs at schools, churches, mosques, hospitals, and community centers that provide opportunities to strengthen our community. For everyone!

Faith is a critical part of Anthony’s life. An active member of Salem Baptist Church, Anthony is the bus driver for Salem’s senior citizens and intends to continue in this role while serving on the City Council. He believes elected officials must continue to serve and remain in touch with the regular, rank, and file people they represent. Raised at Triumph Baptist Church, he was a youth leader, sang in the choir, and attended church every week, even when he didn’t want to as a child! Faith in God, service to all people, and imitating the loving example of Jesus Christ are essential to his leadership model.

# ROADWAY SAFETY

For 5th Square's positions on these issues see: [https://www.5thsq.org/2023\\_issues](https://www.5thsq.org/2023_issues)

## Short Response:

1. a) Will you commit to reducing Philadelphia's annual traffic deaths in half by 2026?

☐ Yes      ☐ No      ☐ [\*] Other: \_\_\_\_\_

**A:** My commitment to reducing Philadelphia's annual traffic deaths in half by 2026 is unwavering. In my short time on council, I have already introduced the student pedestrian safety bill that supports the street department in swiftly installing traffic calming measures in the vicinity of public, charter, and private schools. I am excited to engage in further conversations about ensuring we think strategically on how to reduce traffic deaths in our great city.

- b) Do you support redesigning Philadelphia's most dangerous roadways if this means eliminating travel lanes for automobiles and parking spaces?

☐ Yes      ☐ No      ☐ [\*] Other: \_\_\_\_\_

**A:** As a founder of a youth-centered non-profit, public school teacher and senior citizen bus driver for my church, it is important that we create streets that our children and seniors can walk, play and bike safely on. **I believe we can all work together to ensure all Philadelphia roadways are safe, traffic is controlled, and parking is available.** It takes all of us to come together and make sacrifices like eliminating travel lanes for automobiles and parking spaces.

- c) Daylighting is a pedestrian safety measure achieved by replacing curb parking spaces near an intersection with flexible posts, planters, or bollards – increasing visibility for pedestrians and drivers. Do you support daylighting more intersections in Philadelphia if this means removing parking spaces?

☐ Yes      ☐ No      ☐ [\*] Other: \_\_\_\_\_

**A:** I am excited to learn more about Daylighting to ensure Philadelphians are safe especially as more of our neighbors are riding their bikes throughout the city. **Removing corner parking and adding planters to make our city greener and ensure our students are safe while walking or biking to school is important.** I look forward to having more strategic conversations with residents, organizers, business owners and other stakeholders about how we build smarter intersections throughout the city.

2. Will you support a ballot measure to establish a PHL Department of Transportation, combining the transportation division of the Streets Department with the Office of Transportation, Infrastructure, and Sustainability (oTIS)?

☐ Yes      ☐ No      ☐ [\*] Other: \_\_\_\_\_

**A:** Our neighborhoods need streets that are safe, clean, and smooth. **I am in support of establishing a system that supports the hardworking sanitation team to be laser focused on ensuring our streets are clean, as it deters crime and increases the quality of life for residents.** I will need to work collaboratively

with residents, city officials and stakeholders to learn more about whether this is possible. The launch of the Department of Transportation should and must have the impact of residents and the streets team. Together, we will build a stronger community in the 9<sup>th</sup> district and throughout the city.

After two terms in office, the Kenney Administration will have built 30 miles of protected bicycle lanes. Will you support an expansion of Philadelphia's network of protected bicycle lanes by an additional 30 miles by 2028?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A:** Crashes decrease when we build protected bicycle lanes, which ensures our residents are safer. I look forward to working with stakeholders to build additional bike lanes that work for all Philadelphians.

3. a) The pilot speed camera program on Roosevelt Blvd has changed driver behavior, improved safety, and saved lives. Do you support making the speed cameras on Roosevelt Blvd permanent?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A:** Yes, I absolutely supporting making the speed cameras on Roosevelt Blvd permanent if it keeps Philadelphian's safer.

- b) Do you support expanding speed camera enforcement to more high-crash corridors across Philadelphia?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A:** Yes, in partnership with stakeholders I absolutely support expanding speed camera enforcement to more high-crash corridors across Philadelphia. I also believe we need to do traffic studies in those areas to ensure that the flow of traffic makes sense.

Use this space if you'd like to elaborate on any of the above short response questions:

**Long Response:**

4. Despite the city taking a Vision Zero pledge to reduce traffic deaths to zero by 2030, more than 120 people died on city streets in 2022. What will you do to significantly lower the rates of traffic deaths in Philadelphia?

I have introduced the student pedestrian safety bill, co-sponsored a bill that would increase the fine of trucks (19 wheeler trucks) parked on residential streets, and plan on continuing to fight for Philadelphians by ensuring they have safe streets. I am also very interested in having deeper conversations with 5<sup>th</sup> Square and other stakeholders to make innovative solutions.

5. Many curb cuts, crosswalks, bus stops, and sidewalks across Philadelphia are routinely blocked by illegally-parked vehicles. How will you address this specific problem?

I think we can use a similar model of smarter intersections that ensure every crosswalk, bus stop, and sidewalk have measures that protect people that share the streets of Philadelphia. Adding barriers like planters will stop illegal parking in the area. In addition, we need to work with PPA to create a reporting system.

6. What is your plan to ensure the city's sidewalks are safe and usable for all pedestrians, including people with disabilities and families with strollers?

It starts with supporting the development of oTIS, ensuring neighbors know to call my office and we will contact the streets department and follow up with them to ensure sidewalks are safe. Examining a partnership with Philadelphia Police Department, Streets Department, and other stakeholders to provide lights that automatically turn on outside of homes so that pedestrians can see better as they walk home at night. In addition, it is important that in partnership with council members at large that we walk every street and document all streets in our respective districts that need repair and work with the streets department to get them fixed.

# PUBLIC SPACE

For 5th Square's positions on these issues see: [https://www.5thsq.org/2023\\_issues](https://www.5thsq.org/2023_issues)

## Short Response:

1. Will you support an expansion of the current municipal street sweeping program, even if it means non-compliant motorists may receive parking violations or have their vehicles towed?

☐ Yes      ☐ No      ☐ Other: \_\_\_\_\_

**A:** I will absolutely support the expansion of municipal street-sweeping programs that are consistent and properly communicated to residents. In addition, the city needs to collaborate with the PPA to ensure that when residents do receive tickets, there are opportunities for those residents that cannot afford the tickets to get proper support.

2. Do you support easing regulations on outdoor dining streeteries and facilitating more parklets and pedestrian plazas even if this means eliminating space for parking?

☐ Yes      ☐ No      ☐ Other: \_\_\_\_\_

**A:** The need for outdoor dining did not disappear once COVID became more manageable. We need to ensure Philadelphians and visitors can enjoy Philadelphia restaurants which will grow our economy. I support creating innovative ways to allow restaurants to use the streets while eliminating parking spaces and providing temporary alternatives until we get more e-scooters type systems in Philadelphia.

Use this space if you'd like to elaborate on any of the above short response questions:

## Long Response:

3. Place-based interventions like greening vacant lots, repairing abandoned homes, and planting street trees in Philadelphia is linked to a reduction in violent crime, a decrease in illegal dumping, and lower rates of depression among residents. How will your office work to accomplish these place-based interventions in historically-disinvested neighborhoods?

The first thing is having CLIP, L&I and other city partners walk the neighborhood and identify the vacant lots and abandoned homes. Once they are identified, meet with neighbors to create ideas how they would like to use the land. For lots, we would need to review who owns it and send a letter. But if the lot is vacant and a nuisance working with CLIP to ensure it is cleaned monthly is key. We can use all the lots to start building green spaces for communities and even community gardens. In addition, it is important that me and my team are not just sitting in an office all day – we must get in the streets to ensure our neighbors can share when they see abandoned homes quickly. In closing, I would add that we must support non-profits and initiatives that are working throughout the 9<sup>th</sup> district by giving them access to the Philadelphia Activities Fund.

4. Philadelphia's public spaces suffer from two main types of improper waste disposal: littering and illegal dumping. For decades, the City's reduction and removal efforts have been woefully inadequate. What would you do to solve this issue?

This requires a strategic partnership with the streets department. We need a fleet of garbage trucks that are tasked with picking up trash cans in our public areas and that go pick-up illegal dumping. In addition, we need to increase surveillance in high dumping places by installing cameras and providing a rebate to homes and businesses that install personal cameras in high crime and illegal dumping sites.

5. The city has struggled to staff and adequately fund city services, which has resulted in reduced hours at libraries, pools, and recreation centers. How would you ensure consistent and convenient hours for these facilities?

It is time that we increase wages, reduce the degree requirements, and provide transportation and day-care for our city employees. In addition, we need to build a workforce by partnering with our schools to train students early and offer jobs to educators during the summer to help manage our recreation centers and libraries. There is no reason our libraries are not open during the weekend – we need to work towards a better Philadelphia.

## TRANSPORTATION & TRANSIT

For 5th Square's positions on these issues see: [https://www.5thsq.org/2023\\_issues](https://www.5thsq.org/2023_issues)

### Short Response:

1. Do you support the City of Philadelphia enrolling all municipal employees into the SEPTA Key Advantage program?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A: I absolutely support the city of Philadelphia enrolling municipal employees** into the SEPTA Key Advantage program.

2. Do you support the City establishing a fare discount program for low-income riders?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A: Yes, I absolutely support the city establishing a fare discount program** that allows all Philadelphians to go to work and for some go-to grocery stores as Philadelphia neighborhoods still have food deserts.

3. Do you support congestion pricing - a toll for vehicles entering Center City and University City during peak travel times - with funding used for improving public transportation?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A** I believe that when we tax Philadelphians they must understand where their money is going and that they understand the reasoning behind the tax. The residents of Philadelphia must be in support of this tax.

4. Do you support increasing the cost of monthly residential parking permits and using the funds for improving public transportation?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A:** I would like to get a better understanding of the proposal and ensure our neighbors are not negatively impacted by this decision.

5. a) Do you support expanding bus-only lanes throughout Philadelphia, even if this means removing a lane of travel for personal vehicles or parking?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A:** As a senior citizen bus driver for my church, I know that our senior citizens rely on buses to travel throughout the city. It is important that our neighbors that ride the bus be able to exit without fear of getting hit or yelled at when exiting the bus because drivers feel as though the buses are going slow and our neighbors should be able to use buses with confidence that they will arrive at their destination on time. **As we think about bus-only lanes, we must ensure that traffic patterns are considered.**

- b) Do you support using camera technology to enforce bus-only lanes and bus stops by ticketing violators?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A:** Philadelphia is the largest poverty city and has a large number of working class families. We must be thoughtful and consider how this impacts our neighborhoods. I am open to conversation to figure out other ways to enforce bus-only lanes if it becomes a reality for Philadelphia.

6. Will you advocate for increasing local transit funding to SEPTA?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A: Yes,** I support increasing local transit funding to SEPTA. Septa is the backbone for many residents; they rely on it to get to work, get groceries and go to the doctor. It is important that we support SEPTA.

7. Do you support a subway/metro line for Roosevelt Blvd?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A:** Money should never get in the way of serving our neighbors. **I am interested in working with SEPTA and stakeholders to create a subway/metro line for Roosevelt Blvd that does not put a strain on SEPTA's budget.**

8. The City of Denver launched a popular e-bike rebate program in an effort to reduce vehicle miles traveled. The rebate program offered \$1,200 for income-qualified residents and \$400 for everyone else for e-bike purchases. Do you support a similar program here in Philadelphia?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A: Yes, I support studying and building a program similar to Denver's** to support e-bike riders. As we push our city to be greener, this is a great way to get residents involved.



9. Do you support micro-mobility initiatives such as scooter share programs for Philadelphia?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

A: Yes, as neighbors and visitors travel throughout the city, they need opportunities to explore and reduce our carbon footprint. Major urban areas like DC have micro-mobility opportunities throughout, it is time for Philadelphia to do the same.

Use this space if you'd like to elaborate on any of the above short response questions:

**Long Response:**

10. What are your ideas for combating Philadelphia's problem with traffic congestion?

We must remove 18-wheeler trucks when they are parked on our residential streets, increase access to other forms of transportation (SEPTA, E-scooters, bikes, etc.) and ensure our public transportation systems have a supported infrastructure so that they can operate smoothly throughout the city.

11. What are your solutions to ensure SEPTA rebuilds its ridership post-pandemic?

We must partner with SEPTA to increase messaging, work with our public safety stakeholders to ensure riders feel safe, expand the transit footprint of SEPTA and provide fare discounts for low-income families.

**Personal Travel Habits:**

1. How often do you ride a bicycle for transportation in the city?

[\*] Never      ☐ Yearly      ☐ Monthly      ☐ Weekly      ☐ Daily

***I do not know how to ride a bicycle***

2. How often do you ride public transportation in the city?

☐ Never      ☐ Yearly      [\*] Monthly      ☐ Weekly      ☐ Daily

3. How often do you travel by car in the city?

☐ Never      ☐ Yearly      ☐ Monthly      ☐ Weekly      [\*] Daily

4. Will you commit to taking public transportation at least one week of each year while in office?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

I will challenge myself to take public transportation at least twice a month as a Council Member. In addition, I will push my staff to do so by offering friendly incentives.

5. How do you typically commute to work? Describe your experience traveling in Philadelphia and what you would do to improve it.

As a council member it is important I try to attend every event so I have been driving more. Before as the executive director of Youth Action I would use SEPTA to get to different places. Our streets need to be paved, our traffic patterns need to be studied and we need to offer more alternatives to get around the city. I am excited to challenge myself and myself to use public transportation more.

# HOUSING & LAND USE

For 5th Square's positions on these issues see: [https://www.5thsq.org/2023\\_issues](https://www.5thsq.org/2023_issues)

## Short Response:

1. Do you support eliminating minimum parking requirements for all of Philadelphia's zoning categories?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A:** I am interested in learning more about this requirement and ensuring that it does not harm low-income families. **We as a city must put people first and ensure everyone has a safe, stable, and affordable place to live.** Moreover, you should not be penalized for being a non-driver.

2. Will you veto or vote against downzoning overlays?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A:** I never say I will vote against a bill without reading the language of the bill first. **I will vote against any bills that harm the growth of our city, neighbors, and stakeholders. We must provide affordable housing in every neighborhood regardless of the socioeconomic status of the neighborhood. Every Philadelphian should feel there is a chance to rent or own a home in every part of the city.** We must be one Philadelphia and if stopping downzoning overlays does that when a bill is presented, I will review and vote with all stakeholders in mind.

3. Do you support legalizing Single-Room Occupancy dwellings (SROs) in all multifamily and commercial zoning districts across Philadelphia?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A:** With Philadelphia having an affordable housing crisis, I do support single-room occupancy dwellings that have rules to ensure the safety and well-being of the renter and neighbors.

4. Will you support designating Transit-Oriented Development (TOD) overlays city-wide, allowing increased commercial and residential zoning density near all rail transit stations in Philadelphia?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

**A:** I am open to working collaboratively to ensure that there are residential opportunities near rail transit stations – as long as they are safe and do not displace our neighbors.

5. Should our city government encourage the growth of Philadelphia's population back to 2 million residents?

☐ Yes      ☐ No      [\*] Other: \_\_\_\_\_

Yes, local leaders should work actively to have a robust, diverse city with growing economic sectors that generate enough property and tax revenue to support critical infrastructure needs. Philadelphia and Detroit, two similar economic ecosystems, are the only American cities that have lost approximately 1

million people. Philadelphia must make every endeavor to build additional stocks of affordable housing (especially with an emphasis on home ownership for low and middle-income families). Philadelphia must be unrelenting in stopping the 40-year decline in population. In the last decade, we have seen growing parts of the city population in specific demographics. Several sections of the city are booming while other sections are imploding.

Population growth must also be attended by stabilization of the traditional public education sector. Families are more inclined to leave a community with failing schools. That has the added on impact of abandoning those neighborhoods to the most vulnerable education consumers. We must work intentionally to stabilize communities, improve schools and create new seats in schools as a way to stimulate growth among prospective residents who help to further stabilize other aspects of life in these communities.

6. Should our zoning allow for denser housing in high-income, high-amenity neighborhoods to accommodate more residents?

☐ Yes      ☐ No      ☒ Other: \_\_\_\_\_

**A:** I believe there are opportunities to support increasing housing throughout Philadelphia so we can return our population back to 2 million residents. In partnership with stakeholders, I do support examining zoning to allow for denser housing in high-income neighborhoods.

Use this space if you'd like to elaborate on any of the above short response questions:

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**Long Response:**

7. The affordability crisis hits renters harder than owners. Philadelphia Local Initiatives Support Corporation (LISC) estimates the city needs about 70,000 affordable rental units to meet demand. How will you address this affordable housing shortage?

It is important that we create more affordable housing opportunities. We must review the laws and permit single-room occupancy dwellings. In addition, we must start to require more from our developers as they build homes and buildings in our neighborhoods.

8. Record low housing supply has pushed up home prices, closing off the possibility of home ownership to many first-time homebuyers. The median home value in the Philadelphia metropolitan area has reached \$320,000, increasing \$100,000 from 5 years ago. How can we keep neighborhoods affordable and sustainable as Philadelphia sees more growth and development?

We must expand the Philadelphia first-time homebuyer grant, increase the required number of affordable housing units in buildings, partner with Philadelphia Housing Authority to ensure they have the resources and abilities to support housing applications and finally ensure that there are clear expectations and benchmarks when building new homes. In addition, we must provide funds for people to fix their homes and pay bills – we need Philadelphians to stay in their homes, so developers stop acquiring them and increase the cost drastically.

9. Philadelphia faces some serious headwinds from more residents and businesses considering leaving the city for the suburbs, more than at any point in the last two decades. What do you think must happen to ensure the region's economic recovery after the COVID-19 pandemic comes out in urban-Philadelphia's favor?

As a member of city council, I am committed to the following efforts:

1. Equitable city services irrespective of the influence or access of residents based upon education, class, income, race, orientation and other categories.
2. Improvement of educational institutions, public and private, in the 9th district.
3. A hawkish approach to quality of life relative to crime, trash and dumping, streets and their repairs, and a significant coordination under my auspices of disconnected yet related nonprofit corporations.
4. Advocacy with the Department of Commerce to support and provide technical assistance to key business corridors and those businesses located there.
5. A nonpartisan and apolitical approach to working with other elected officials across "camps" and groups to ensure collaboration not competition. Philadelphia's electoral class is too fixated on the past, present or future elections to provide the highest level of service.

6. Support for emerging leaders to replace me in the future. I must do my part to encourage and raise a class of leaders, unelected as well, to supplement true citizen-led efforts to strengthen the city.
7. Creation of additional, community-based magnet public schools to eliminate long commutes to excellent schools. This will take a strain off of transportation and safety from working class families.
8. Reimagination of local public institutions like libraries and community centers so that they are more intentionally aligned with high achieving universities, schools, non and for-profit entities.
9. Investment in efforts to recruit transplants from other cities emphasizing Philadelphia's relative cheap cost compared to DC and NYC. Especially among African American middle class and professional populations, an impending exodus from communities like Mt. Airy and Wynnefield is already happening. This flight will undermine these neighborhoods, their institutions and civic life. A serious campaign should be undertaken to address this specific demo.

## CLOSING STATEMENT

Tell us more about what you bring to the table as an ally for urbanist politics in City Hall. Why should 5th Square endorse you over other candidates running for your position? What makes you the right person to advance the urbanist movement's goals politically at the local level?

As a lifelong Philadelphian and being raised by my mother and grandmother, I know the importance of affordable housing. Affordable housing is so key to ensuring our families feel stable and our youngest neighbors are able to focus on being in school. I have lived experience, I know the importance and in my brief time in City Council, I have already started to lay the foundation to ensure we have safe streets.