Sean Connelly

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Professor Tilahun

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Final Project Abstract – The 15-Minute City

Paris Mayor Anne Hidalgo has long been considered a leader in urbanism. Since her election in 2014, Hidalgo has banned cars from along the Seine, planted thousands of trees, remodeling public spaces, and rolled out dozens of miles of bikes lanes. Hidalgo’s reelection campaign, however, is proposing to go even further by transforming Paris into a “15-minute city” by providing citizens “with grocery stores, parks, cafes, sports facilities, health centers, and workplaces easily accessible within a 15-minute walk or bike ride” (Cobbs, 2020).

Of course, the concept of a “15-minute city”, or some other variant emphasizing neighborhood livability, is not new. In Oregon, the 2012 Portland Plan aims to have 90 percent of all residents be within a 20-minute walk of all daily necessities, outside of work (City of Portland, 2012). Syndey, Australia is pursuing a similar concept, and Chicago planning commissioner Maurice Cox is an avowed proponent of the model (Moore, 2019).

Reviewing the published methodologies behind Deloitte’s *ImagineSydney* plan (2018) and the Lane Council of Governments’ application of the Portland walkability index (2012), it is clear that there is no consistent definition, making comparisons across space and time impossible. Studies also rely on proprietary data and raster analysis, both of which might provide more nuanced insights, but make it difficult to replicate and are often abstracted from meaningful political and geographical units like wards.

I propose to conduct an analysis of local accessibility in Chicago for the city’s 801 Census Tracts. After using the [*dodgr*](https://atfutures.github.io/dodgr/index.html) package to calculate walk and bike isochrones from tract centroids, I will use the [*osmdata*](https://github.com/ropensci/osmdata) package to get OpenStreetMap feature data for information on stores, parks, health centers, and the like. Weighted by distance and population, this will produce comparable metrics across tracts that also be cut by community area. By using the Census Tract as the essential unit of analysis, demographic data and other indicators can be used to track how equitable these livable neighborhoods are by race and income, and perhaps serve as the baseline for a longitudinal analysis.

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Other Links

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<http://docs.opentripplanner.org/en/latest/Getting-OTP/>

<https://github.com/ropensci/opentripplanner>

<https://rcarto.github.io/caRtosm/index.html>

<https://github.com/ATFutures/dodgr/issues/100>