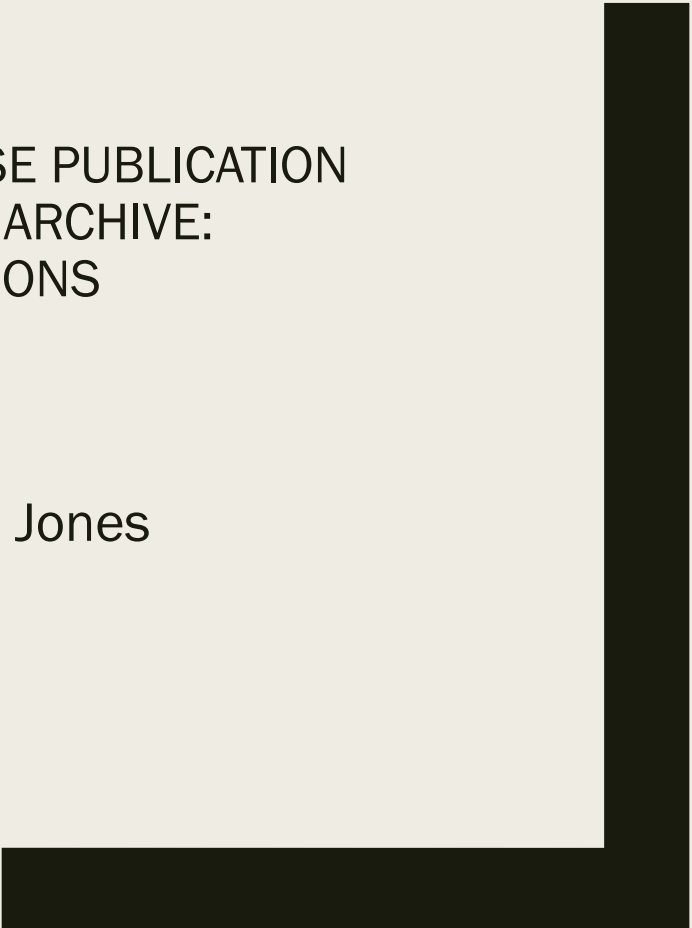




COLLECTING, ORGANIZING, AND PRESERVING DIVERSE PUBLICATION
SOURCES FOR THE GOOD OF ONE COMMUNITY ARCHIVE:
LEGAL CHALLENGES AND RECOMMENDATIONS

Andrea Copeland, Tomas Lipinski, and Kyle Jones
GL18 November 28, 2016
New York, NY



Cycling Community of Indianapolis, est. circa 2000

- Supported by the mayor's office with 75 miles of bike lanes,
- \$60 billion in private funds for a cultural trail (for pedestrians too)
- Free-standing bike rental stations funded by the Indiana Pacers and numerous non-profits advocating for more tax dollars and public attention
- Several Cycling Advocacy Groups, a Mayor's Advisory Council and dozens of community ride events each year
- 18,000 Cyclists each week and GROWING everyday

Cyclists: A Community within the Community

- Cyclists have created another community -“the anti-cyclists”
- Community archives are typically used by members of the community to advance that community’s place in society and to achieve fair representation in the historic record
- Much of the information needed to build a community archive exists in social media sites and in other databases, e.g., census data, crime, weather, accidents

The image is a screenshot of a news article from the IndyStar website. The article is titled "Indy inhospitable to bikers, survey says" and is written by John Tuohy. It was published on April 15, 2015, at 7:38 p.m. EDT. The article discusses a survey that ranked Indianapolis as one of the 10 least bike-friendly cities in the country. The article includes a photo of a cyclist on a trail and a "MONON" logo. The article also includes a "STORY HIGHLIGHTS" section with two bullet points: "Very few people in Indy ride bikes to work." and "Officials say study ignores Indy's strengths as a bike-friendly city." The article is shared on social media, with 18 tweets mentioned. The article is part of a news page with a navigation bar at the top and a search bar in the top right corner.

INDYSTAR
A GANNETT COMPANY

Search

HOME NEWS SPORTS LIFE THINGS TO DO TRAVEL OPINION OBITUARIES WEATHER Insider USA

Indy inhospitable to bikers, survey says

John Tuohy, john.tuohy@indystar.com 7:38 p.m. EDT April 15, 2015

CONNECT TWEEET 18 LINKEDIN COMMENT EMAIL MORE

For a city that has prided itself recently on its bicycle trails, a just-released survey hit like a handlebar to the ribs.

Indianapolis, home of the Monon and Cultural trails, was ranked as one of the 10 least bike-friendly cities in the country.

But falser words were never spoken, city officials say.

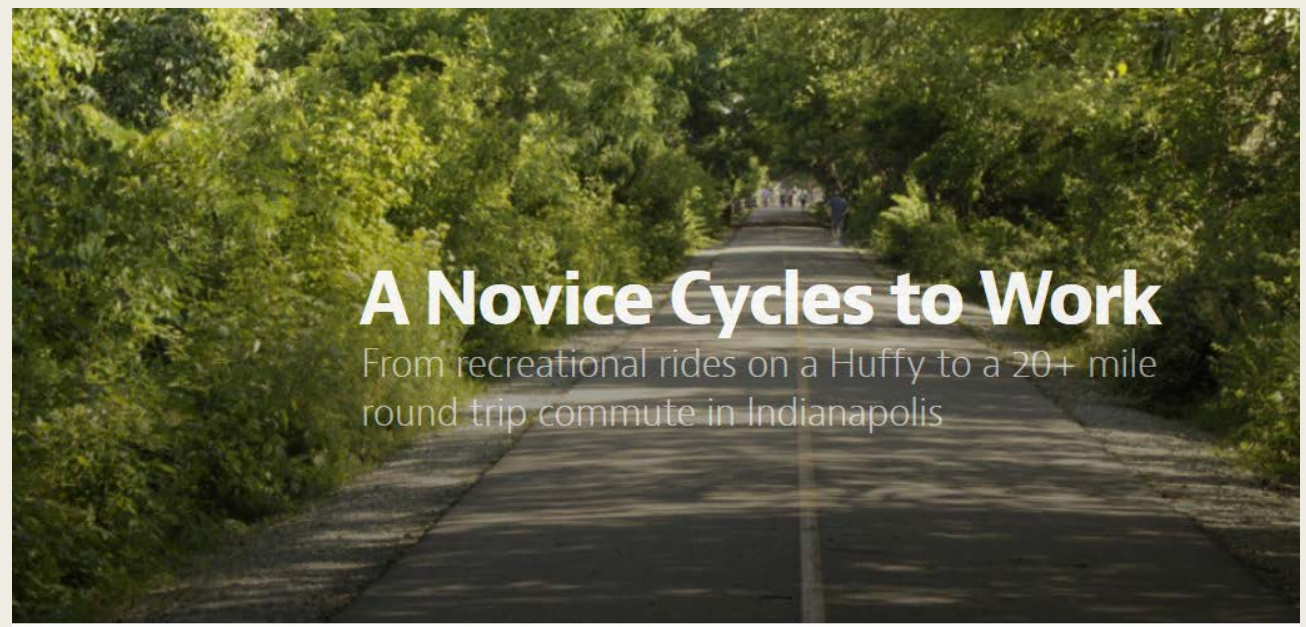
"This survey perplexes me," said Jen Pittman, a spokeswoman for Mayor Greg Ballard.

"This just doesn't make any sense," said Kevin Whited, executive director of IndyCog, a bicycling

(Photo: Charlie Nye / The Star 2014 file photo)

STORY HIGHLIGHTS

- Very few people in Indy ride bikes to work.
- Officials say study ignores Indy's strengths as a bike-friendly city.




A Novice Cycles to Work

From recreational rides on a Huffy to a 20+ mile round trip commute in Indianapolis

Neil Kelty on Mar 8, 2014 · 6 min


Jack Humbert and 7 others recorded this

Like · Reply · Apr 16, 2015 9:04am

 **Mark Duwe** ·
Indiana University – Purdue University Indianapolis

10 years from now there will be half as many cars on the streets and 50 times the bikes, the non-motorized variety. So,...I would get ready for that.

Like · Reply · Apr 16, 2015 9:30am

 **Mike Harkness**

I am looking for your sarcasm button. I think you forgot to hit it because I know you seriously cannot believe what you just typed. Indianapolis as a whole has no desire to give up their cars. Plus too many high mileage commutes. Many who work downtown live in the suburbs. Even when gas prices were through the roof, there was not any noticeable increase in bus usage or bikes. Good luck with that pipe dream.

Like · Reply · Apr 16, 2015 11:54am

Digital,
Distributed,
Ephemeral,
Everywhere.



CHIME: Community History in Motion Everywhere



- <https://iu.box.com/s/targafah3qu5i1yns7zzrfqqr8of8rp>

Formation: Legal Issues

- Formation: Ownership
- Acquisition
- Subsequent Use of Content

Additional Considerations: Case Study

- Licensing
- RTPM” Regulating Ghost Bikes
- Public Domain : State and Local Governments
- Privacy Rights

The Burdens of Documentation

- CHIME seeks to document the cycling infrastructure in perpetuity for longitudinal analysis
- Individual content aggregated from social media sites will be decontextualized, which risks breaking normative expectations with respect to privacy
- Unknowing participants in the project may not be able to express agency over how their data and information is used and by whom
- CHIME create mechanisms by which particular sets of public information (e.g., videos capturing public individuals) can be suppressed or expunged from the archive to relieve the burden of documentation

The Balance of Benefits

- CHIME must carefully consider if its benefits will be equitably distributed
- The principle of beneficence in research maintains that the welfare of the research participant should be a guiding goal
- CHIME's methods make it hard to identify who participants are and who will use their community data site
- To develop equitable benefits, CHIME must strategically develop objectives that map to specific research participant groups

Concerns About Data Ownership

- It is not clear if CHIME's action, such as aggregating social media into its databases, obligates researchers to respect TOS and EULAs users agreed to at social media sites
- Sometimes social media sites claim users are owners of their data; but other practices limit how to express ownership
- CHIME should create information policy
- Policy should discuss how it has gained access to social media content and why it has a right to do so
- Policy should also state what rights CHIME has to the data as the curator of the dataset; similarly, the policy should state what rights data subjects retain

Maintaining CHIME's Infrastructure

- CHIME is an advanced technological system that will undoubtedly require maintenance in order to maximize the informational and social goods it seeks to produce
- While CHIME may be sustainable in the near term with sufficient grant funding, its success in the future is still unknown
- CHIME researchers have a responsibility to plan for extending the infrastructure's life and establishing end-of-life circumstances
- Researchers should consider developing CHIME with sustainability in mind
- This may require the researchers to think about and subsequently design for a CHIME-lite version without the technical 'bells and whistles'

QUESTIONS AND ANSWERS
NOW OR LATER . . .
THANK YOU!

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