A Brief Introduction to Web Syndication



Joseph Fazekas IREG Meeting March 8, 2006

What is Syndication?

- The simultaneous publication, distribution or exchange of news or information between partners for reuse and integration with other material across a given medium;
- Newspapers, Periodicals, Radio and Television are the historical mediums for syndication;
- Ability to offer programming, news and information without having to author or create the work in-house (e.g. Reuters, Associated Press, Howard Stern, pre-UPN "Star Trek").

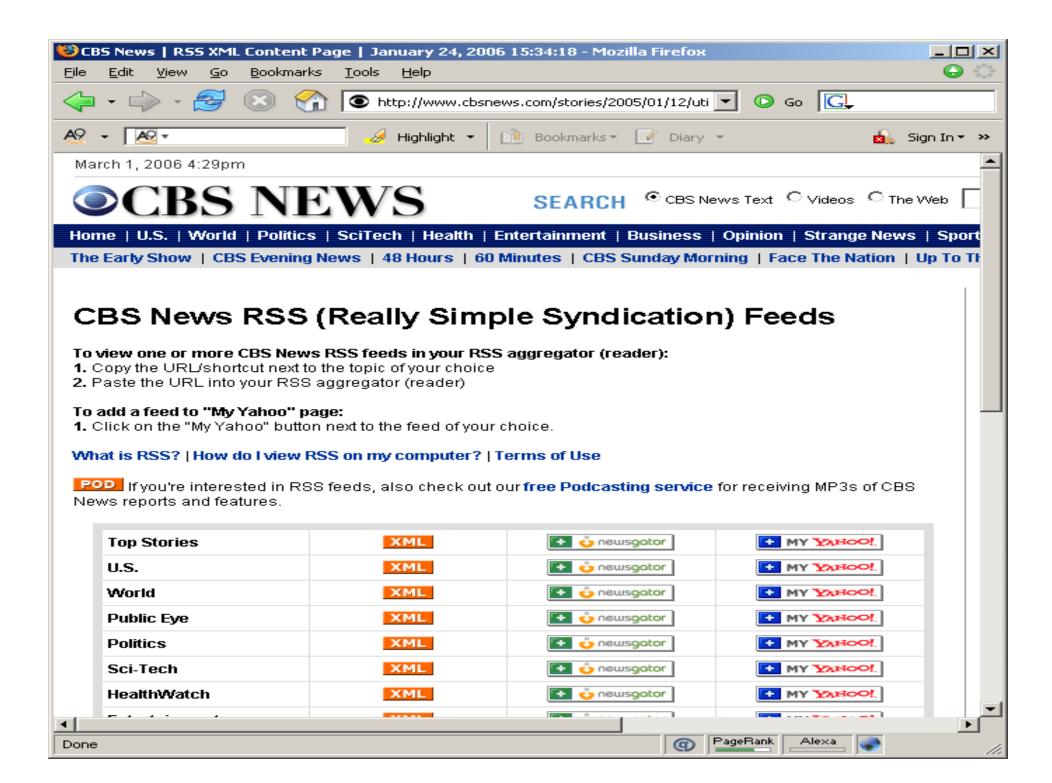


What is Web Syndication?

- The process by which a website is able to share information, such as news and articles, for reuse, redistribution and integration with other websites or "feeds";
- Information syndicated on your website can be reformatted for use as content on other websites, or it can be read by an individual via a News Aggregator.



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Where it Began: 1997

- Jan: Apple proposed adding Meta Content Format (MCF) functionality to the "Finder" in their OS;
- Feb: Business Week starts the "push hype" by declaring an age of "Webcasting" in a cover story;
- Mar: Microsoft submits the Channel Definition Format (CDF) to the W3C;

- Jun: Netscape submits the Meta Content Framework Using XML (MCF) to the W3C;
- Oct: W3C publishes the first public W3C RDF Working Draft, inspired by MCF and PICS.



What is RSS?

- RDF Site Summary or Rich Site Summary or Really Simple Syndication;
- A "well-formed" website log (blog) entry;
- A dialect of XML 1.0 and conforms to the RDF specification (see W3C website);
- Developed in 1999 for Netscape 3.0 and my.netscape.com portal as "push" technology gains popularity;
- Netscape dropped development and eventually picked up by the Berkman Center for Internet & Society at Harvard Law School who published the RSS 2.0 specification in 2003.



Sample RSS Code

<item>

<title>Earth Invaded</title> <link>http://news.example.com/2004/12/17/invasion</link> <description>The earth was attacked by an invasion fleet from halfway across the galaxy; luckily, a fatal miscalculation of scale resulted in the entire armada being eaten by a small dog.</description> <category>Fake News</category> <author>Silly Planner</author> <pubDate>Wed, 17 Dec 2004 21:23:50 GMT</pubDate> </item>



What is Atom?

- June 2003 discussion begins on "well-formed" log entries and the shortcomings of RSS;
- Attracted support of Live Journal, Blogger, Yahoo, the O'Reilly Network, and Creative Commons;
- Atom 0.3 released in December 2003 and gained widespread adoption including Google-related services, such as Blogger, Google News and Gmail;
- Atom 1.0 draft published in July 2005 and accepted by Internet Engineering Task Force as a "proposed standard" in August 2005;
- The Atom Syndication Format was issued as a proposed "internet official protocol standard" in IETF RFC 4287 in December 2005.



RSS / Atom Benefits

- RSS and Atom contain structured data (like a mini-database) that makes it easier for search engines to index your site unlike HTML which only has physical structure;
- Besides syndication on other sites, RSS/Atom data can flow into other products and services like cell phones;
- IETF adoption will standardize.



Why Use It?

- Improves your site's visibility by making it easier for visitors to keep up with your site;
- Individuals opt-in to content having full control of information that they receive;
- Individuals do not have to supply an e-mail address, lowering the barrier of privacy concerns;
- Using an RSS aggregator, people can scan multiple content streams from various sources;
- Eliminate burden of maintaining email lists;

• Retain copyright on your content and if necessary, encryption/authentication can also be implemented, limiting extent of access.

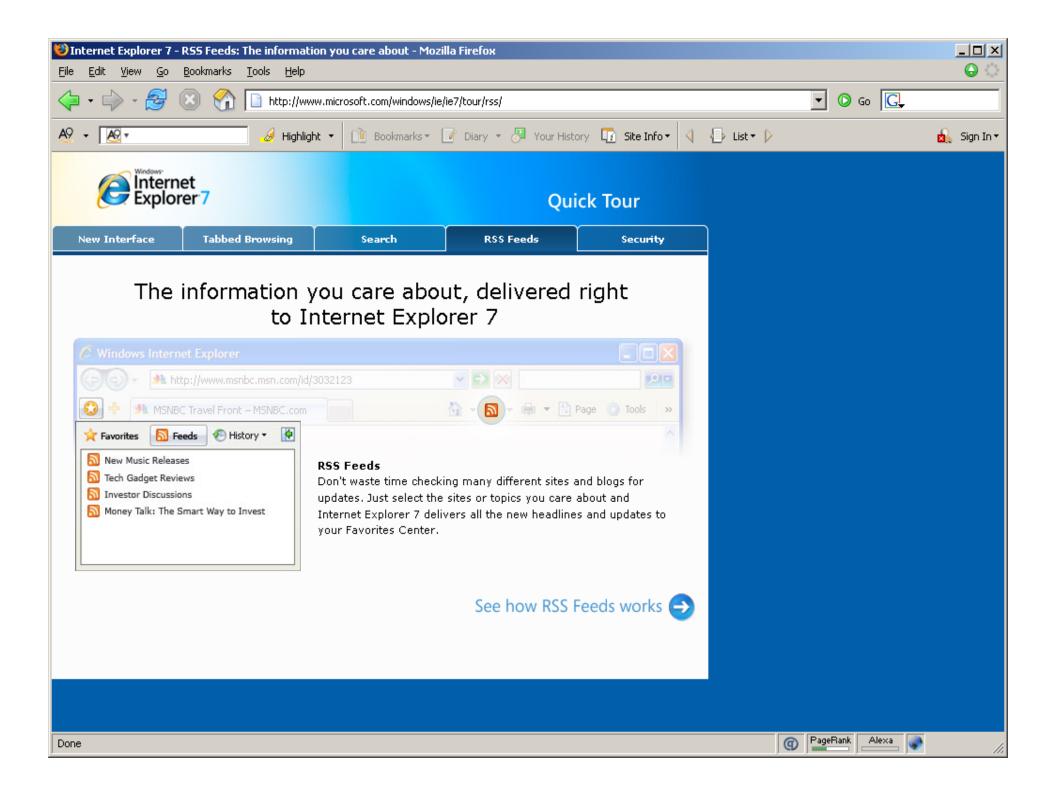




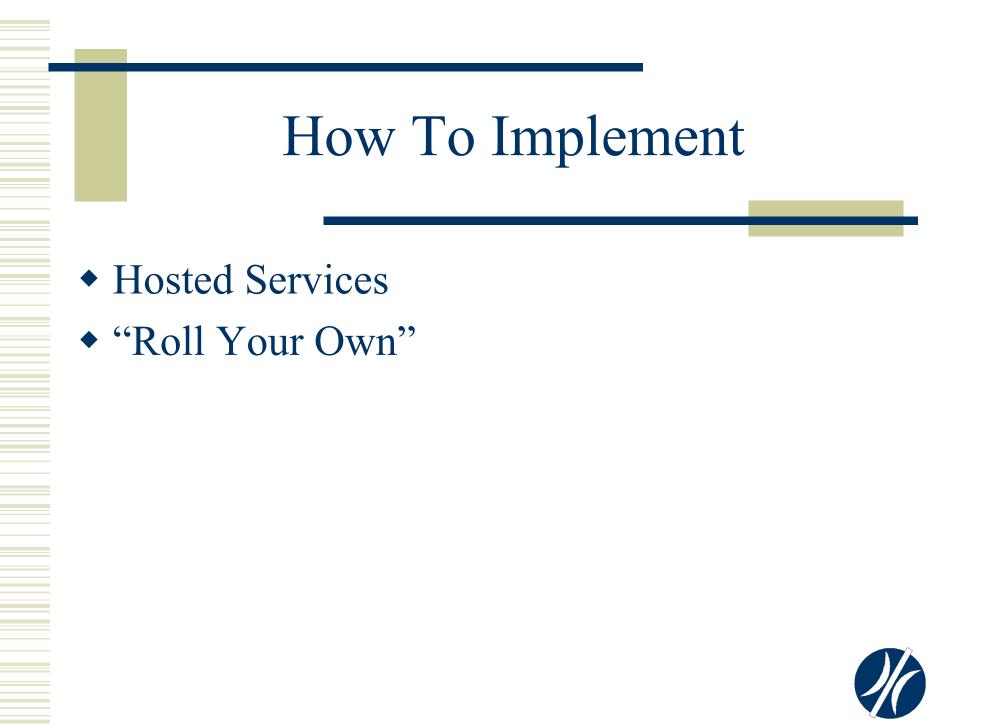
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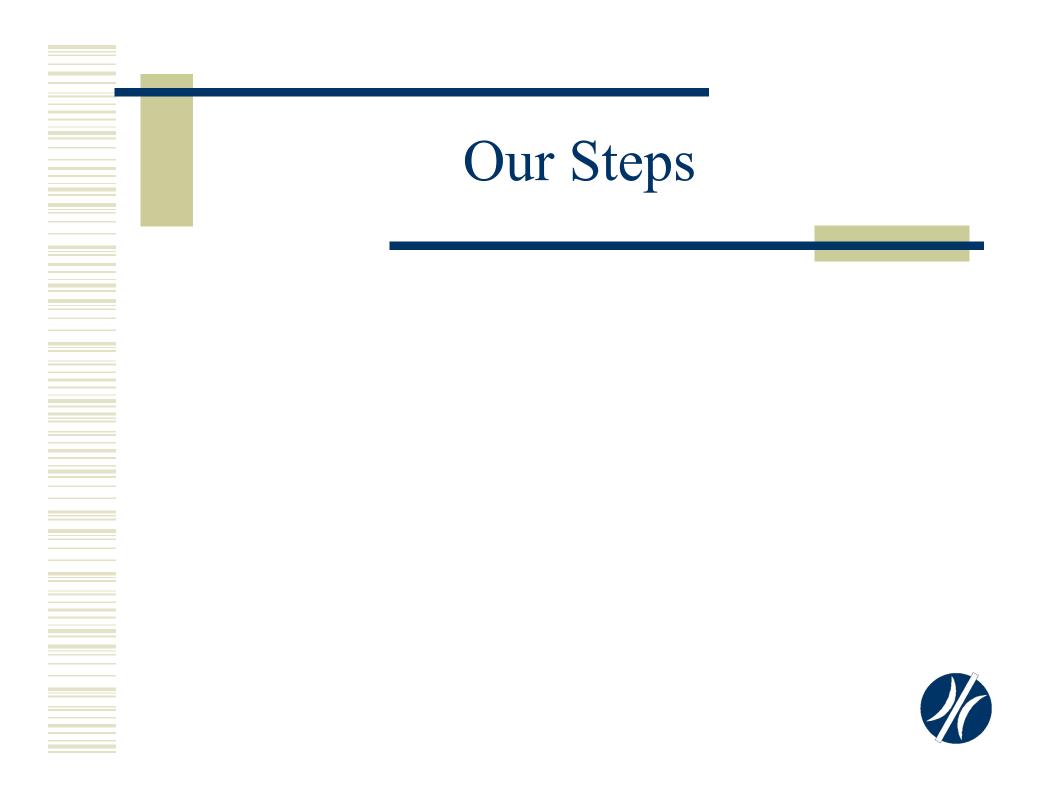
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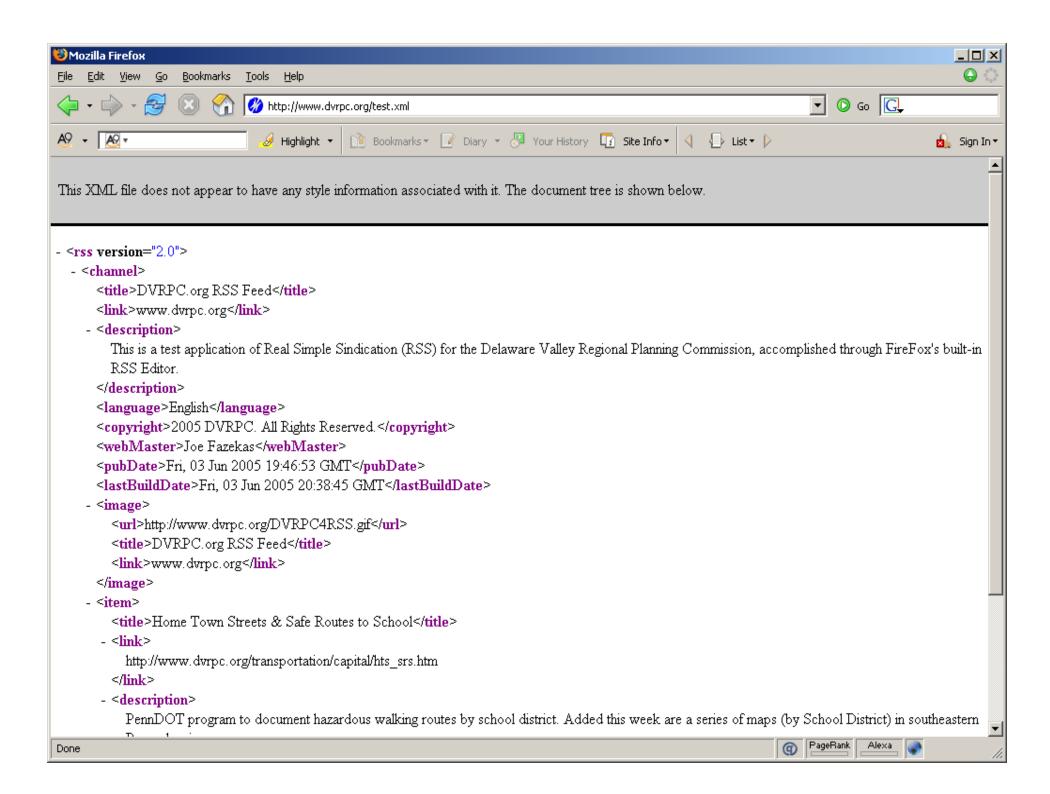
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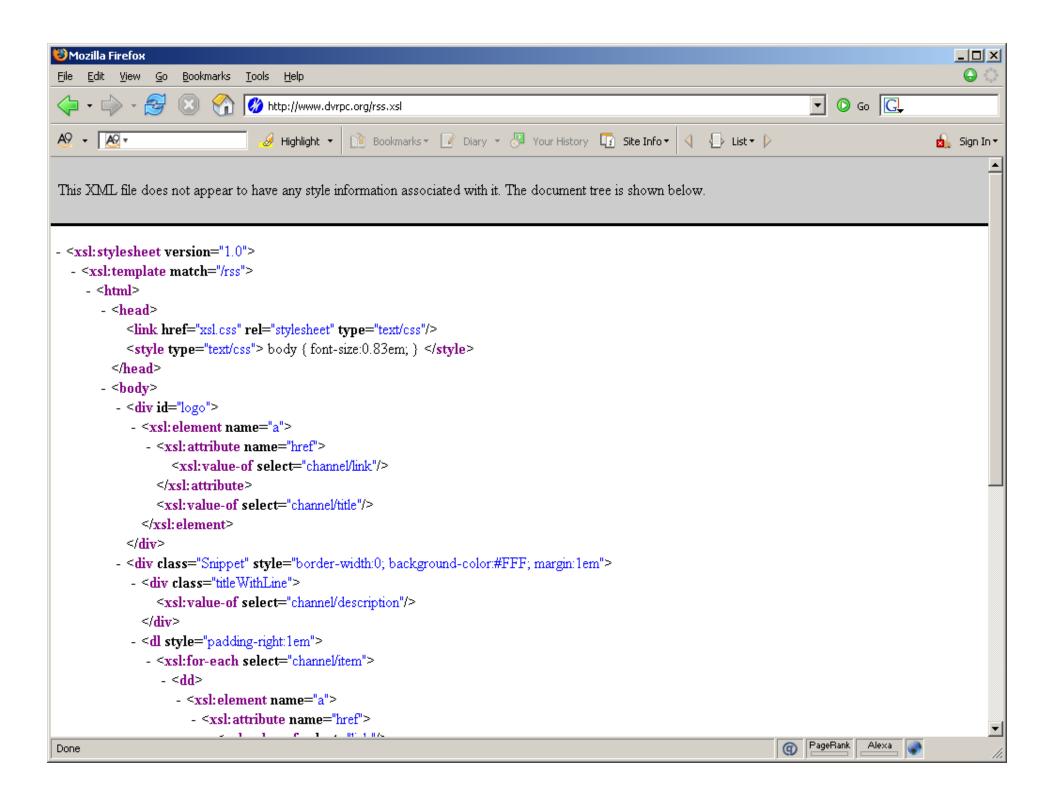
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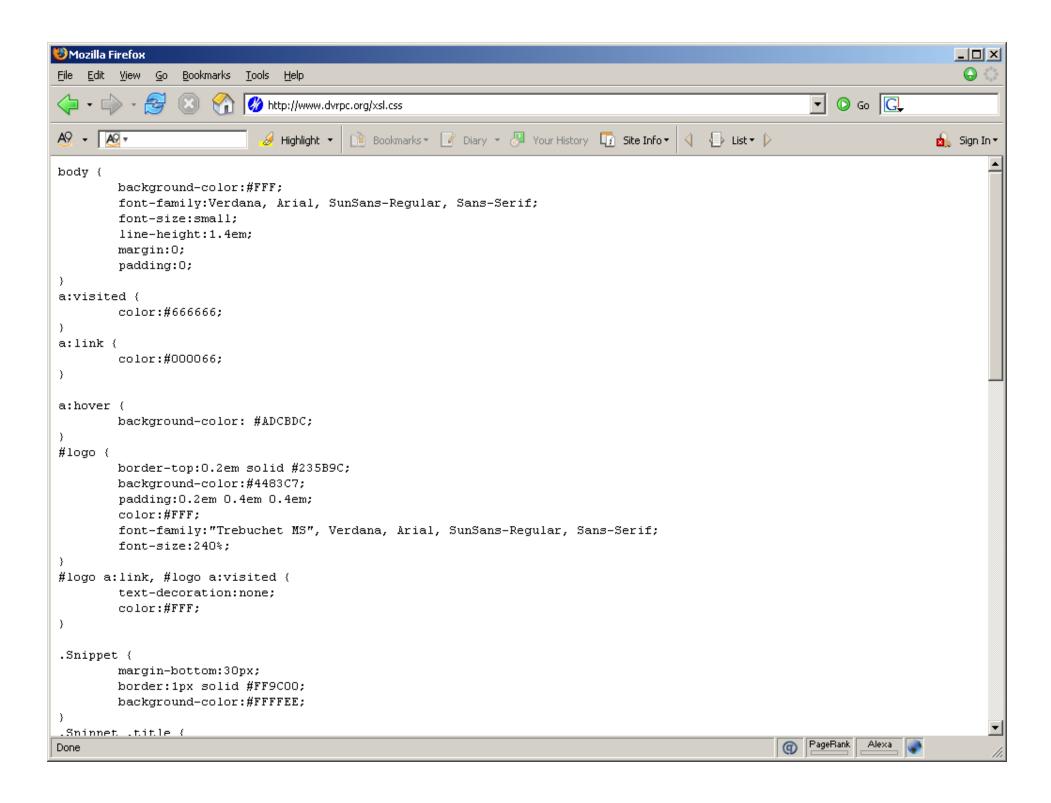
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DVRPC Announcements		

This news feed is a test application of Real Simple Syndication (RSS) 2.0 for the Delaware Valley Regional Planning Commission website.

Manager, Office of Travel Monitoring

This is highly responsible administrative, technical and professional work in developing and directing transportation data collection programs in a specialized professional field. The incumbent has managerial responsibilities for the preparation and determination of program objectives, methodologies and techniques with the full responsibility for program results. Supervision is exercised over a diversified staff of professional and technical employees as well as a field crew in accordance with agency policies and a high degree of professional standards. Work is reviewed by an administrative supervisor through conferences and evaluation of results.

Thu, 23 Feb 2006 18:22:29 GMT

DVRPC Launches XML News Feed

DVRPC's first attempt at news syndication using the RSS 2.0 standard. Earlier attempts at informing our partners involved a static "What's New" webpage (1995-2000) and a dynamic, Java-based "Announcements" application that scrolled the latest news on the homepage (2000-present). These solutions required people to bookmark our website and visit on a regular basis to see if there had been any new information posted on our site. This new web feed allows visitors to visit once, subscribe to the feed, then receive announcements through their news aggregator or latest internet browser.

Thu, 23 Feb 2006 00:32:27 GMT

TE III: Project Implementation Coordinator

This is a technical / professional position providing direct assistance to local government and non-profit agencies in implementing various non-traditional, federally funded transportation projects in southeastern Pennsylvania. The incumbent will coordinate and facilitate the implementation process (from preliminary engineering through final design and right-of-way acquisition) of numerous projects that are sponsored either by a local government or other public agency or by a private non-profit organization.

Thu, 23 Feb 2006 00:29:59 GMT

Information Resource Exchange Group (IREG)

The 57th meeting of the Information Resources Exchange Group (IREG) is scheduled for Wednesday, March 8th, 2006 at the DVRPC Offices in Philadelphia, PA. Tue, 21 Feb 2006 17:14:07 GMT

Public Comment Period Open on Conformity Finding until March 2nd

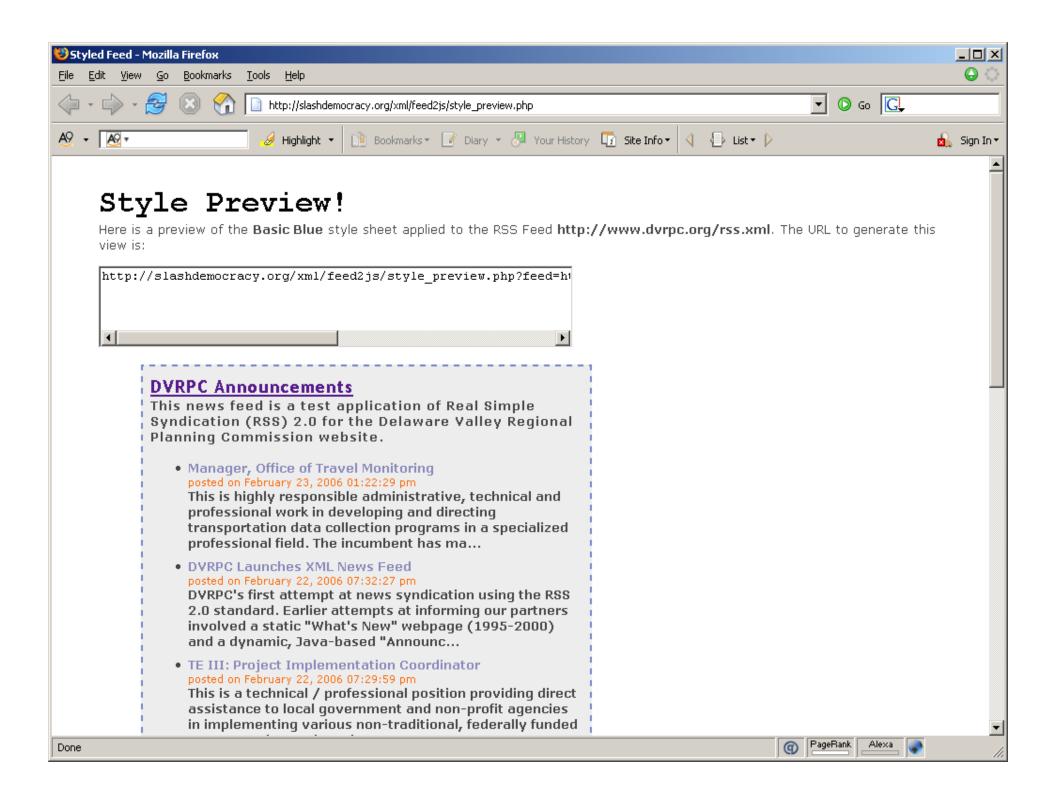
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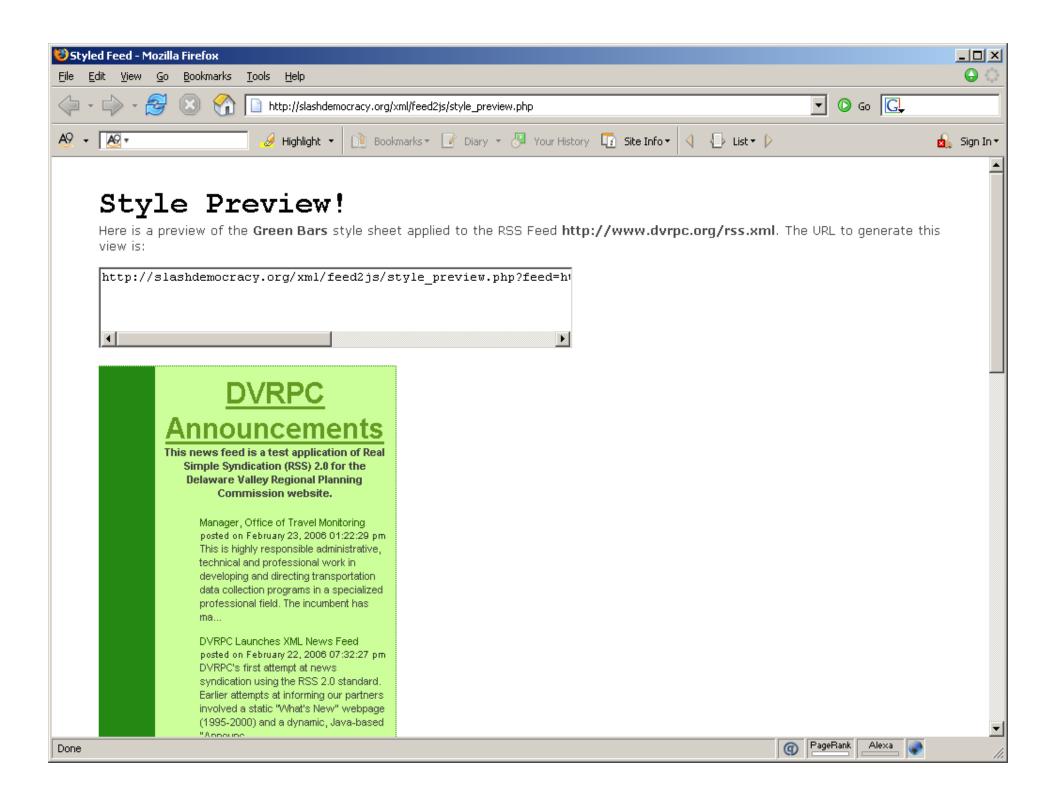
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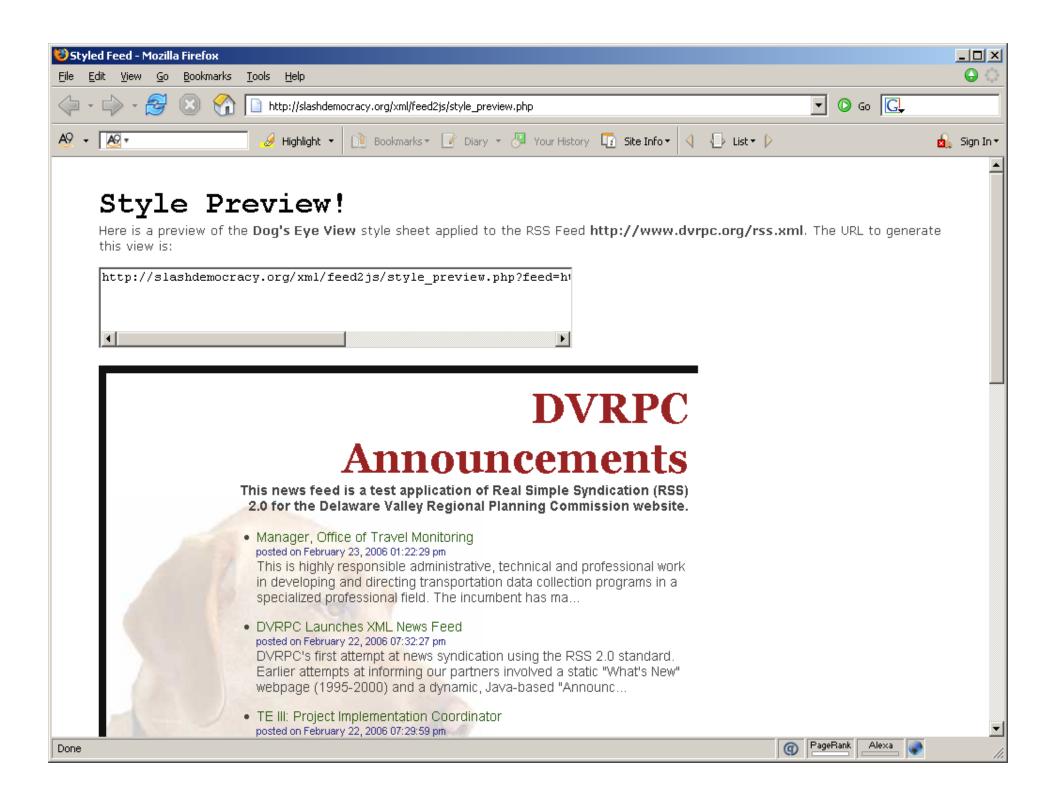
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	 <u>DVRPC Launches XML News Feed</u> posted on February 22, 2006 07:32:27 pm DVRPC's first attempt at news syndication using the RSS 2.0 standard. Earlier attempts at informing our partners involved a static "What's New" webpage (1995-2000) and a dynamic, Java-based "Announc 	
	 <u>TE III: Project Implementation Coordinator</u> posted on February 22, 2006 07:29:59 pm This is a technical / professional position providing direct assistance to local government and non-profit agencies in implementing various non-traditional, federally funded transportation projects in 	
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	Below is the CSS applied here, yours for copy and pasting pleasure. See below for a description of the classes provided and refer to the Feed2JS style selection site for more details on where to use this code.	
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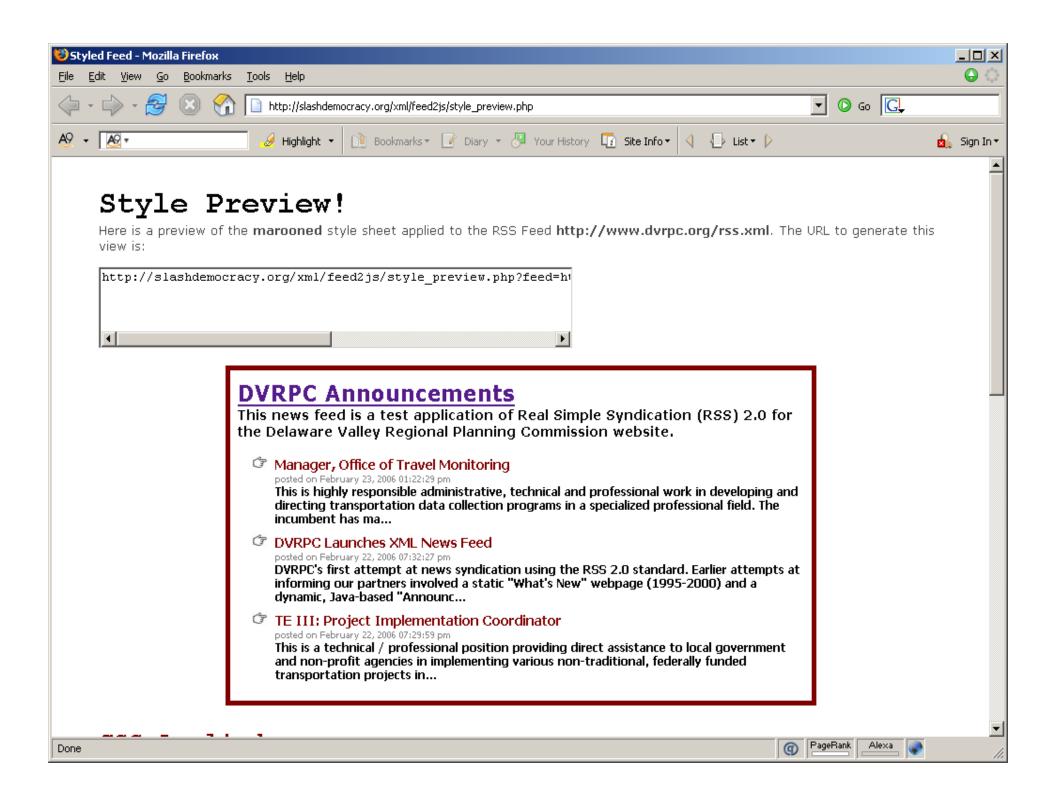


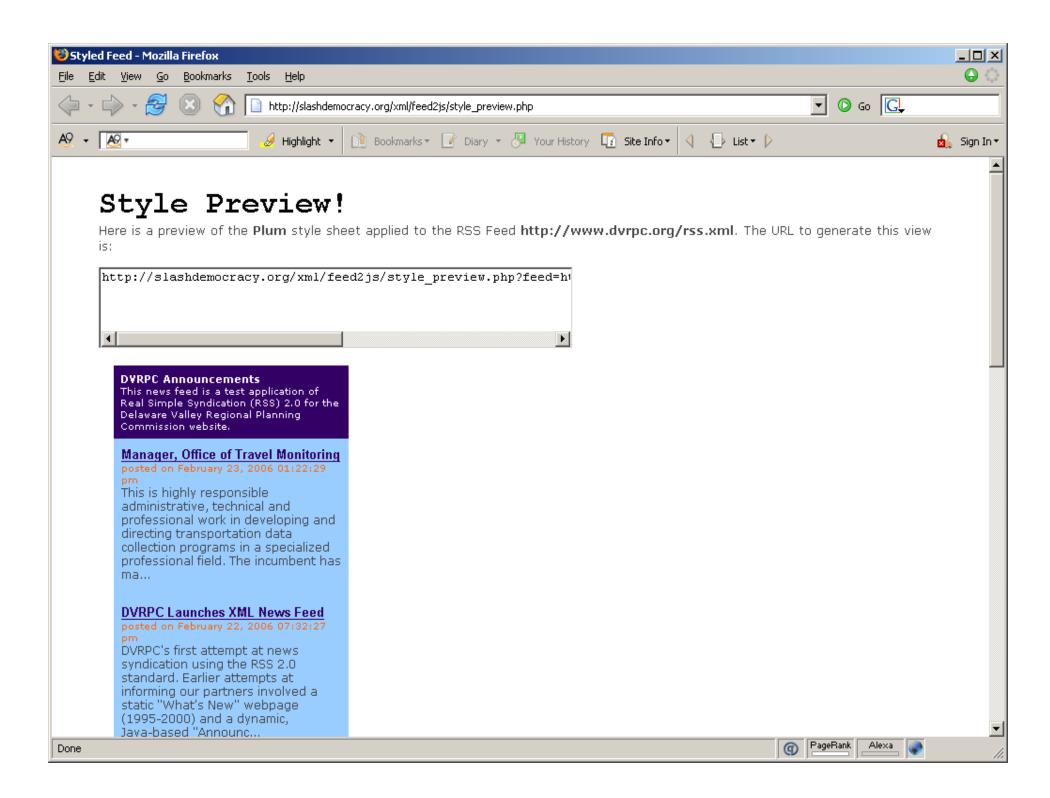
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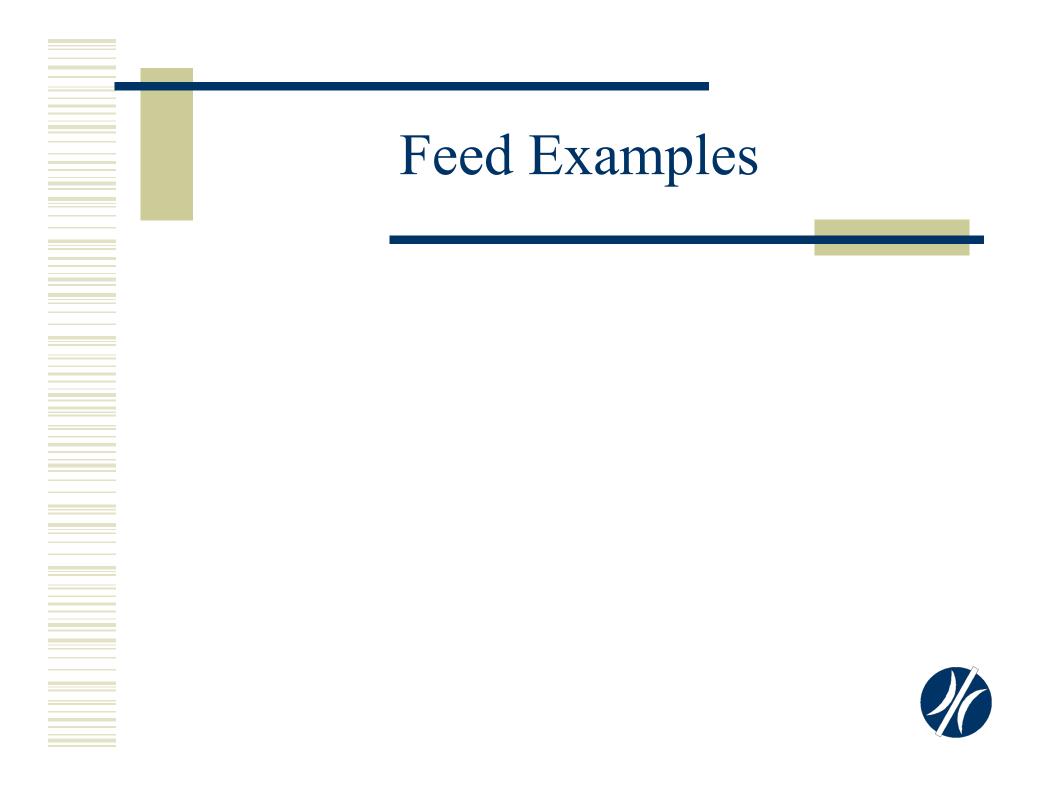
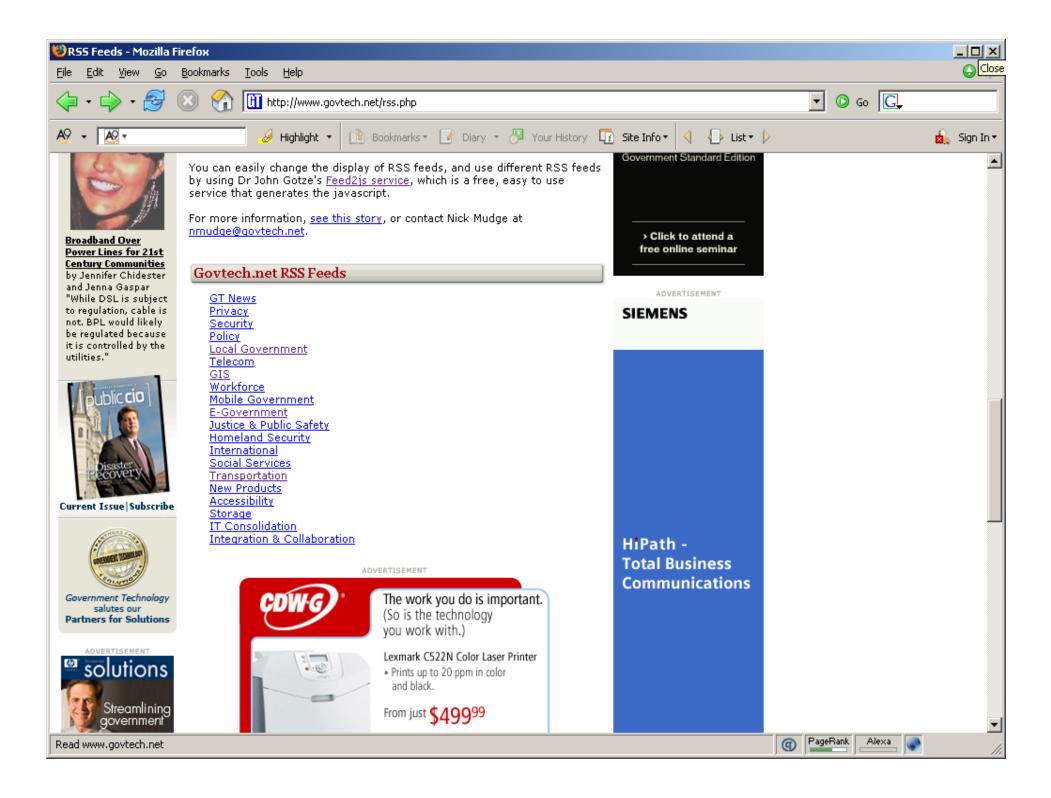


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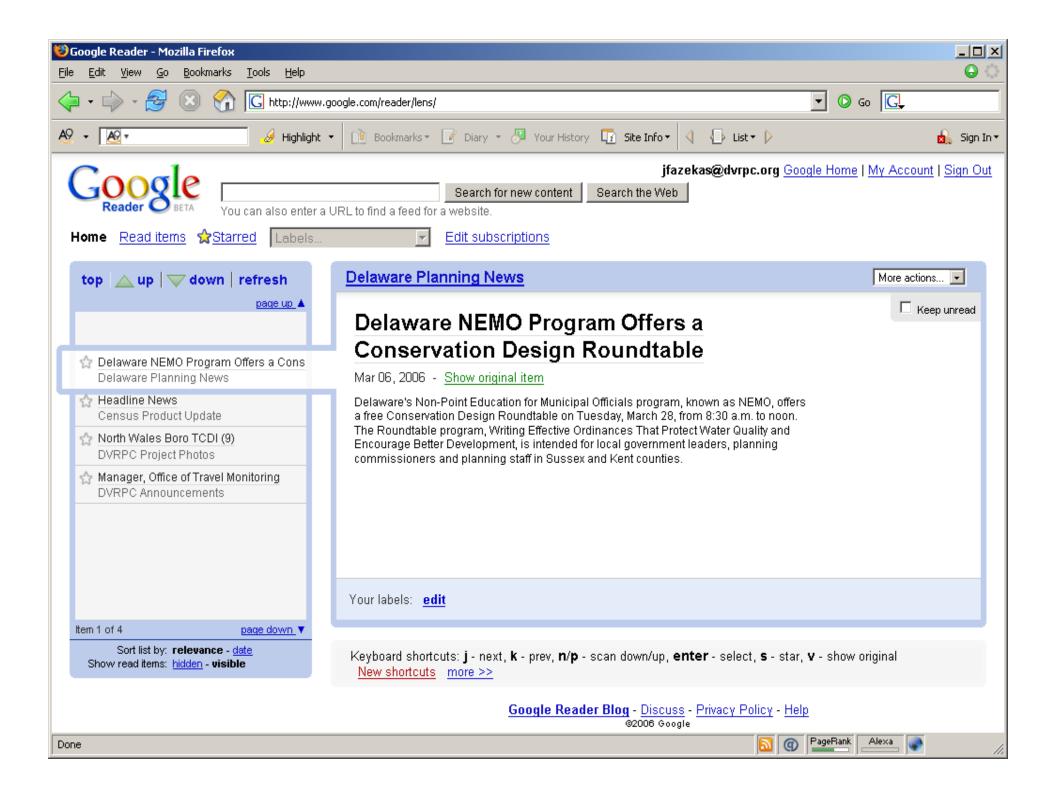
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What is CAP? Common Alerting Protocol (CAP) is a simple but general format for exchanging all-hazard emergency alerts and public warnings over all kinds of networks. CAP allows a consistent warning message to be disseminated simultaneously over many different warning systems, thus increasing warning effectiveness while simplifying the warning task. CAP also facilitates the detection of emerging patterns in local warnings of various kinds, such as might indicate an undetected hazard or hostile act. CAP provides a template for effective warning messages based on best practices identified in academic research and real-world experience. How do I subscribe?	CAP Land CAP Land Volcanoes CAP Alask days CAP Case	M > 5 earthquakes, p slide Hazard Alerts a Volcano Observatory ades, Hawaii, Long Val d Yellowstone Observa	/ (AVO) - Last 7 ley, Mariana
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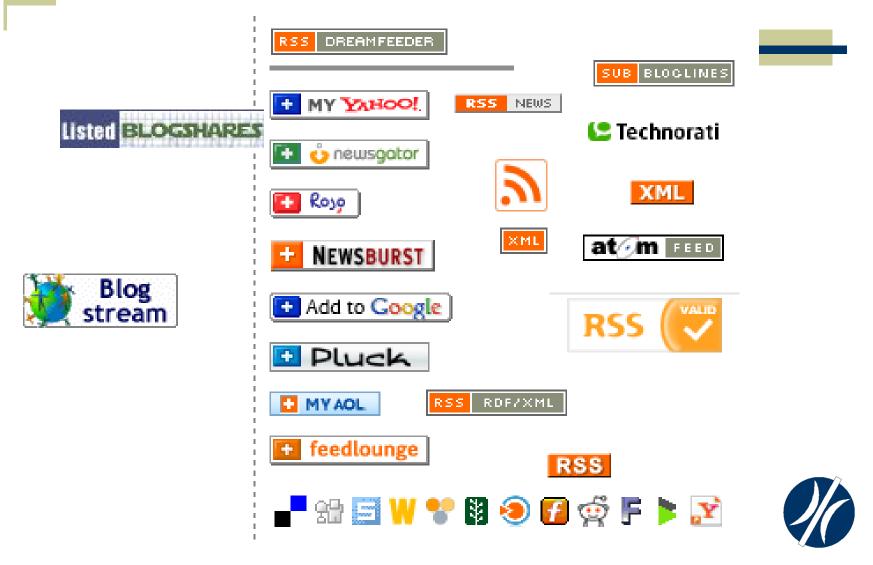


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Can I Walk or Bike to the Train? Nonmotorized Access to Rail Stations

Gregory R. Krykewycz, PP

March 8, 2006 IREG Meeting



Presentation Outline

- Project background
- Tools used
- Station selection
- Sample results / mapping
- Summary of results
- Other project components
- Future aims



Project Background



- Phase III of an ongoing project to assess and improve bike/ped access to transit facilities.
- Basic premise = people will only walk or bicycle to a transit station if they can do so safely and from within a comfortable distance.

Tools Used



- Pedestrian and Bicycle Level Of Service (PLOS, BLOS) models.
- Different from auto LOS measures PLOS and BLOS measure a pedestrian's or bicyclist's comfort / perception of safety.
- Based on roadway characteristics, an LOS score is calculated. Scores are summarized into letter grades for a road segment.

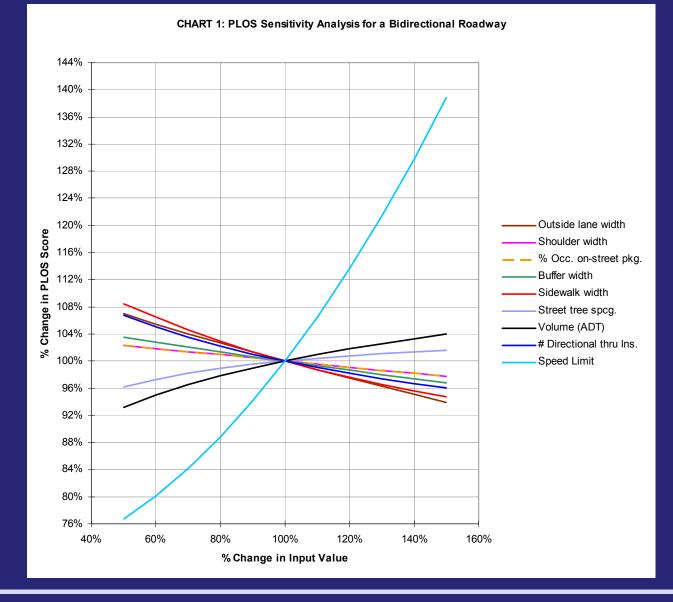
PLOS Model



- Pedestrian compatibility is highest where pedestrians are physically separated from the roadway.
- Inputs include:
 - The width of the outside auto travel lane
 - Availability of on-street parking and presence of parked cars
 - Presence and width of sidewalks and planted buffers
 - Street tree spacing
 - Traffic volume (AADT) and posted speed limit

PLOS: Factors Affecting Score





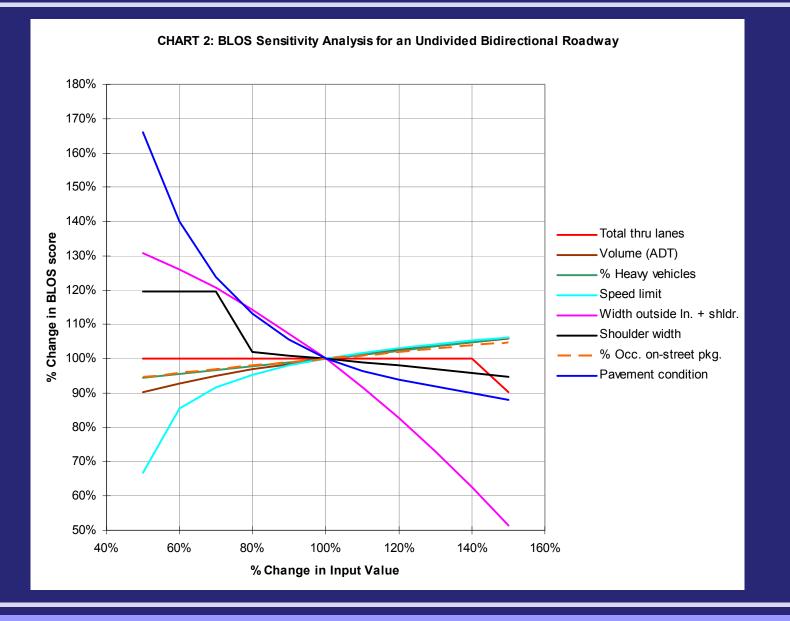
BLOS Model



- Evaluates conditions for bicyclists in the roadway, not on sidewalks.
- Inputs include:
 - Roadway configuration (number of lanes, lane/shoulder width, designated bicycle lanes)
 - Traffic volume (AADT) and characteristics of traffic (including directional split, the proportion of heavy truck traffic, and the posted speed limit)
 - Availability of on-street parking and presence of parked cars
 - Pavement condition

BLOS: Factors Affecting Score





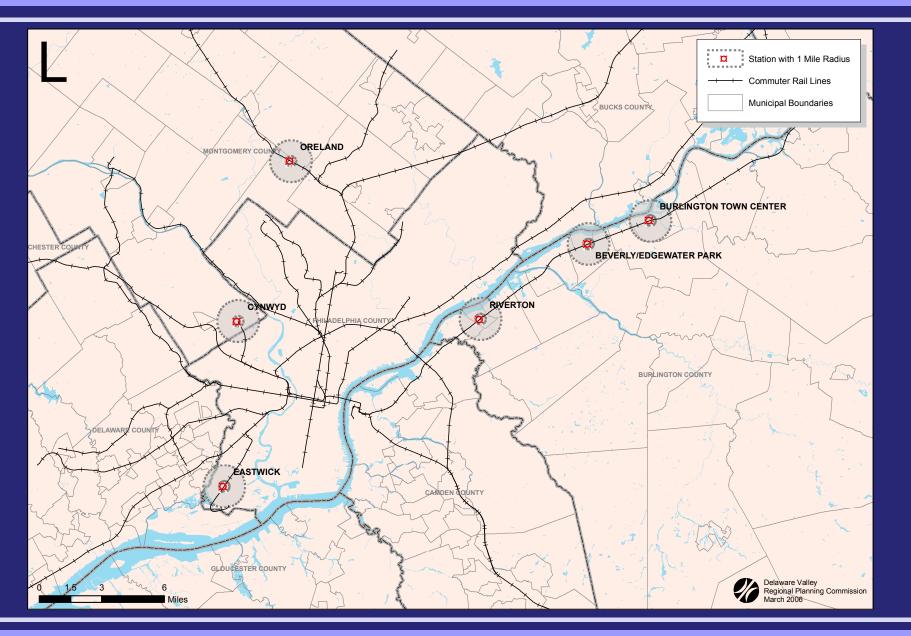
Station Selection



- General goal: select stations for study based on their potential for bike/ped access (based on context).
- Ranked all DVRPC 'shed survey' stations by proportion of drivers from within 1 mile (result: Oreland, Cynwyd, Eastwick SEPTA stations).
- Supplement with three NJ Transit RiverLINE stations as followup to 2002 Transit Village study (Beverly/Edgewater Park, Burlington Town Center, Riverton).

Station Study Areas





Sample Results



• Note:

- PLOS assessed for all road segments within ¹/₄ mile.
- BLOS assessed for 'major roadways' within 1 mile (road segments in states' LRS).

Burlington Town Center Station



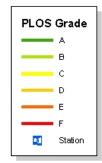


PLOS: Burlington Town Center Station





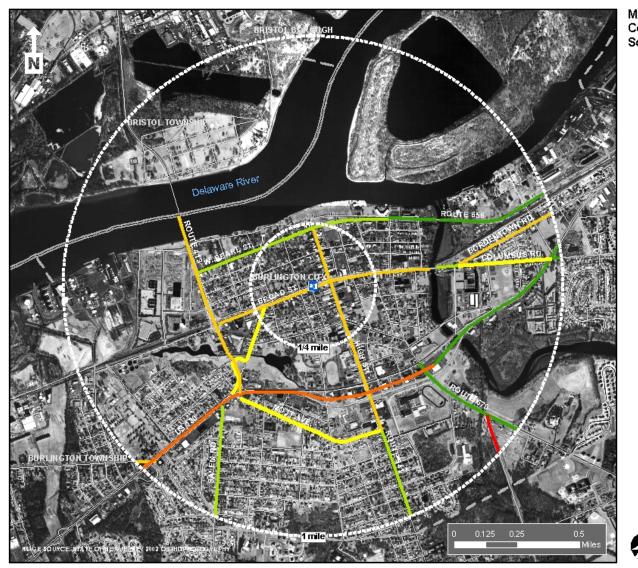
MAP 6: Burlington Town Center Station Area PLOS Scores (1/4 Mile Radius)



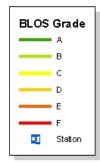
Delaware Valley Regional Planning Commission March 2006

BLOS: Burlington Town Center Station





MAP 7: Burlington Town Center Station Area BLOS Scores (1 Mile Radius)



Delaware Valley Regional Planning Commission March 2006

Cynwyd Station



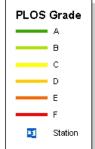


PLOS: Cynwyd Station





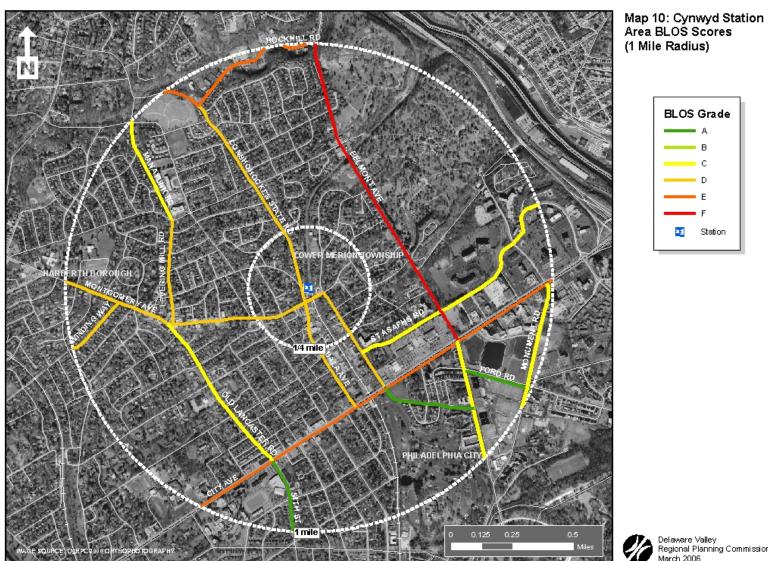
MAP 9: Cynwyd Station Area PLOS Scores (1/4 Mile Radius)



Delaware Valley Regional Planning Commission March 2006

BLOS: Cynwyd Station



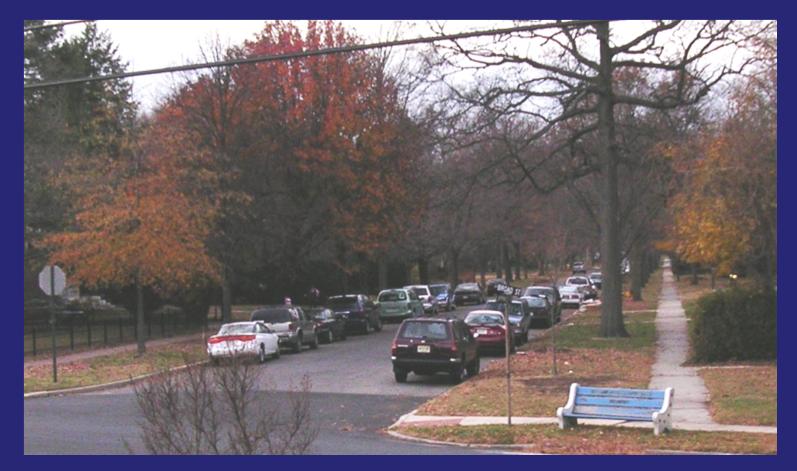


Delaware Valley Regional Planning Commission March 2006

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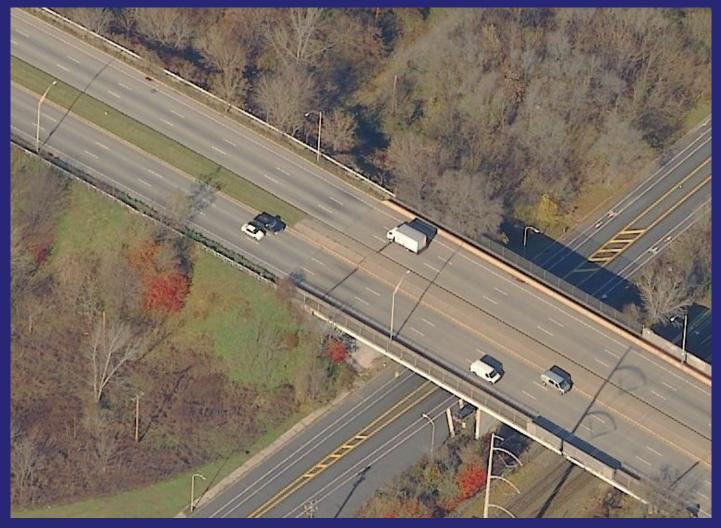


 Highest PLOS score: Lippincott Ave. (north of Broad St.; Riverton) – 0.82 (LOS 'A')





• Lowest PLOS score: 84th St. (Eastwick) – 4.02 (LOS 'D')





• Highest BLOS score: Multiple with 0.00 (LOS 'A'). Example: Mario Lanza Blvd. (Eastwick)





 Lowest BLOS score: Belmont Ave. north of City Ave. (Cynwyd Station area) – 6.90 (LOS 'F').



Other Project Components



- In addition to LOS scoring/mapping, this project also involved:
 - Examining land use to identify priority access routes.
 - Qualitatively examining access issues on station sites and in the immediate vicinity.
 - Recommending targeted improvements to enhance access based on LOS results and qualitative survey.
 - Assessing any local TIP projects for possible integration of improvements.

Future Aims



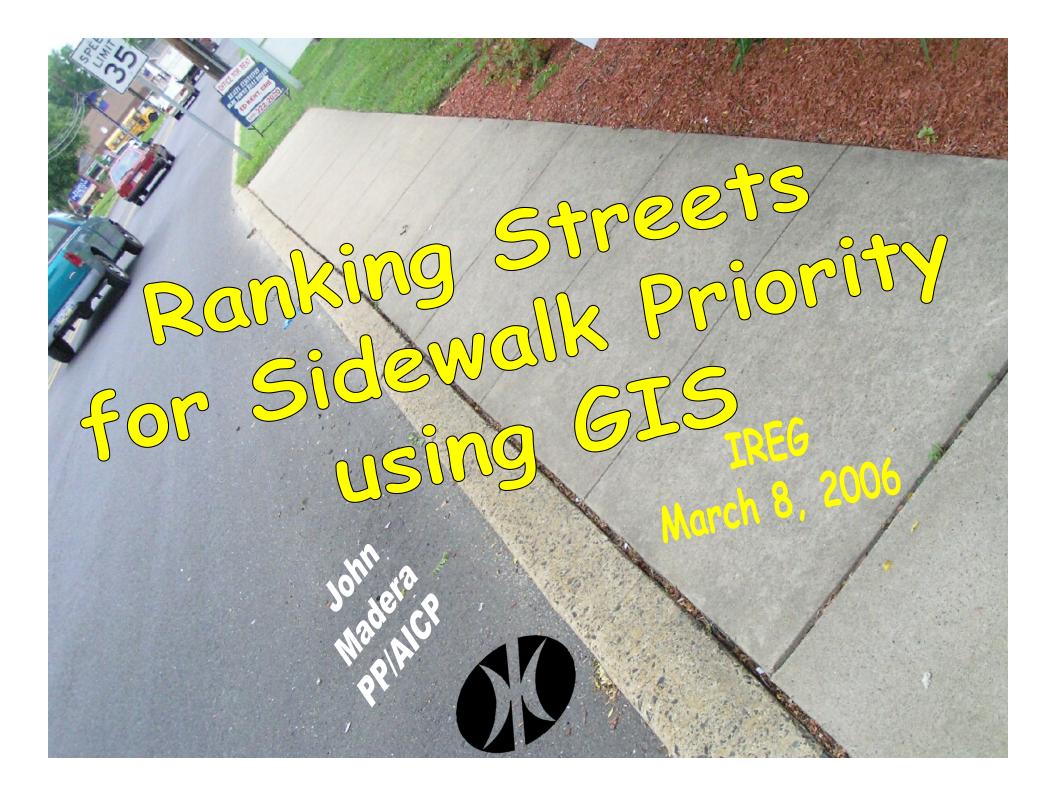
- Future project phases will similarly examine other stations.
- A summary of station area results will eventually be integrated into the ongoing 'Regional Transit Database.'

Can I Walk or Bike to the Train? Nonmotorized Access to Rail Stations

Gregory R. Krykewycz, PP

March 8, 2006 IREG Meeting





1. Inventory and plot existing sidewalks

2. Establish criteria and assign points

3. Compute total priority poi

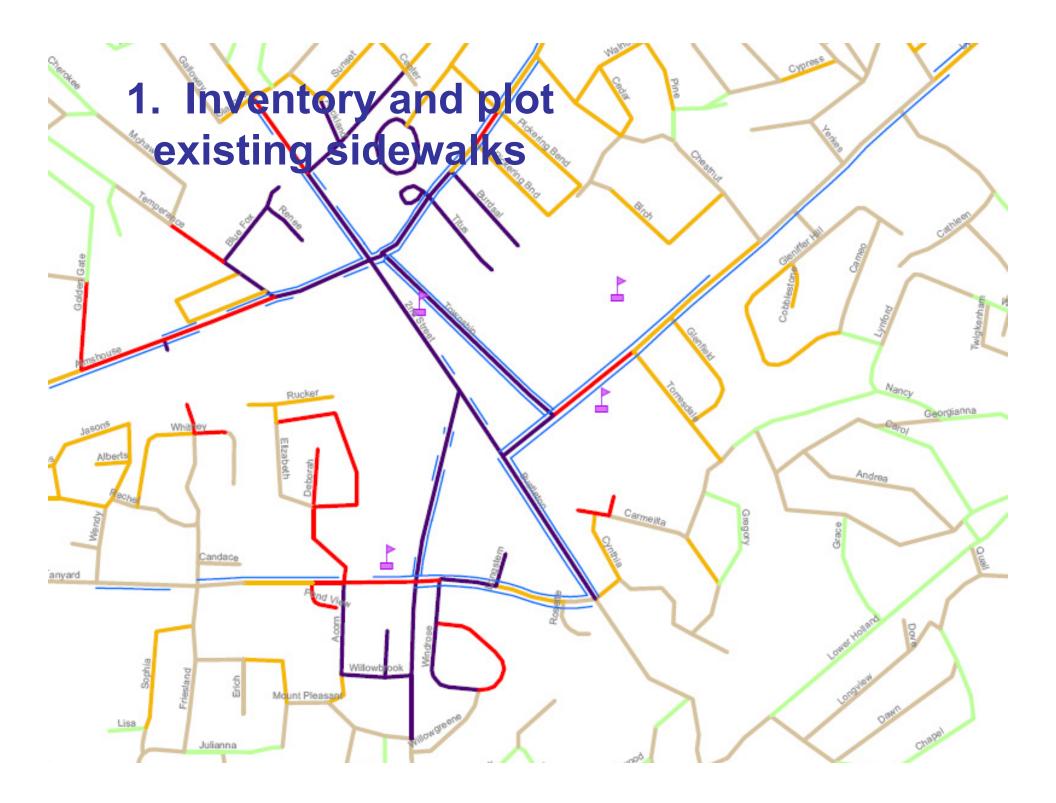


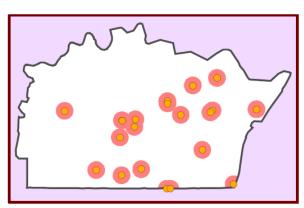
Methodology

Bicycling & Walking in Pennsylvania A Contract for the 21st Century

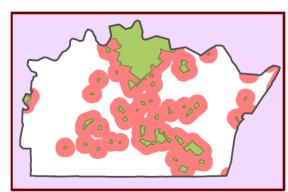
xecutive Summary

Prepared for: Commonwealth of Pennsylvania Department of Transportation MAY 1996



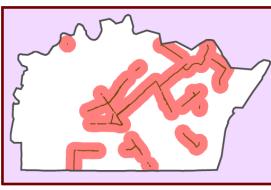


Radius of one-quarter mile around schools (5 points for each)

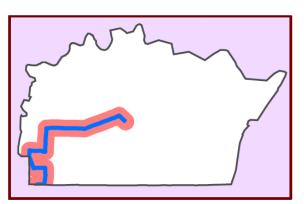


Radius of one-quarter mile around public parks (10 points)

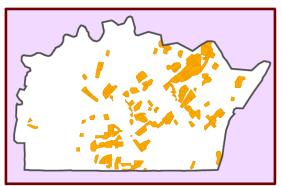
2. Establish criteria and assign points



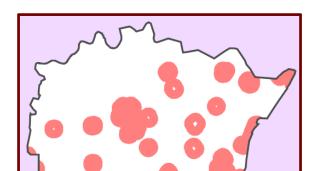
Radius of one-quarter mile around existing sidewalks (10 points for each)



Radius of one-quarter mile around RUSH bus route (10 points)



Population density greater than 3,000/square mile, by census block (10 points)



Radius of one-quarter mile around commmercial land uses (5 points each) Richboro commercial area (15 points)

Principal Arterials

Minor arterials

Collectors

Local streets

20 points

15 points

10 points

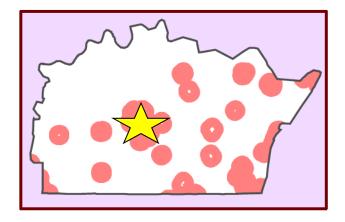
5 points

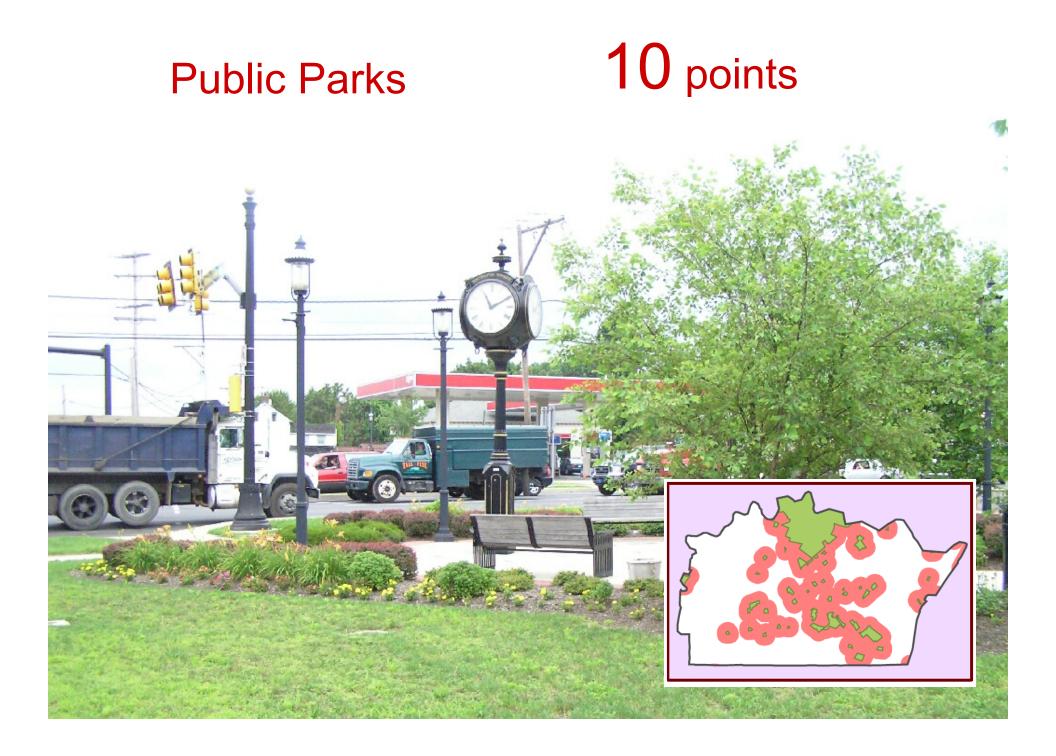




Richboro Business District

15 points





Pop. Density >3000/mi²

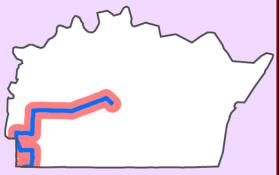




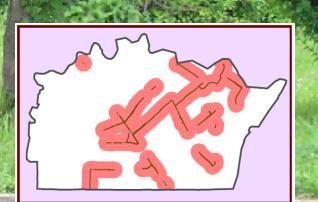




Bus route

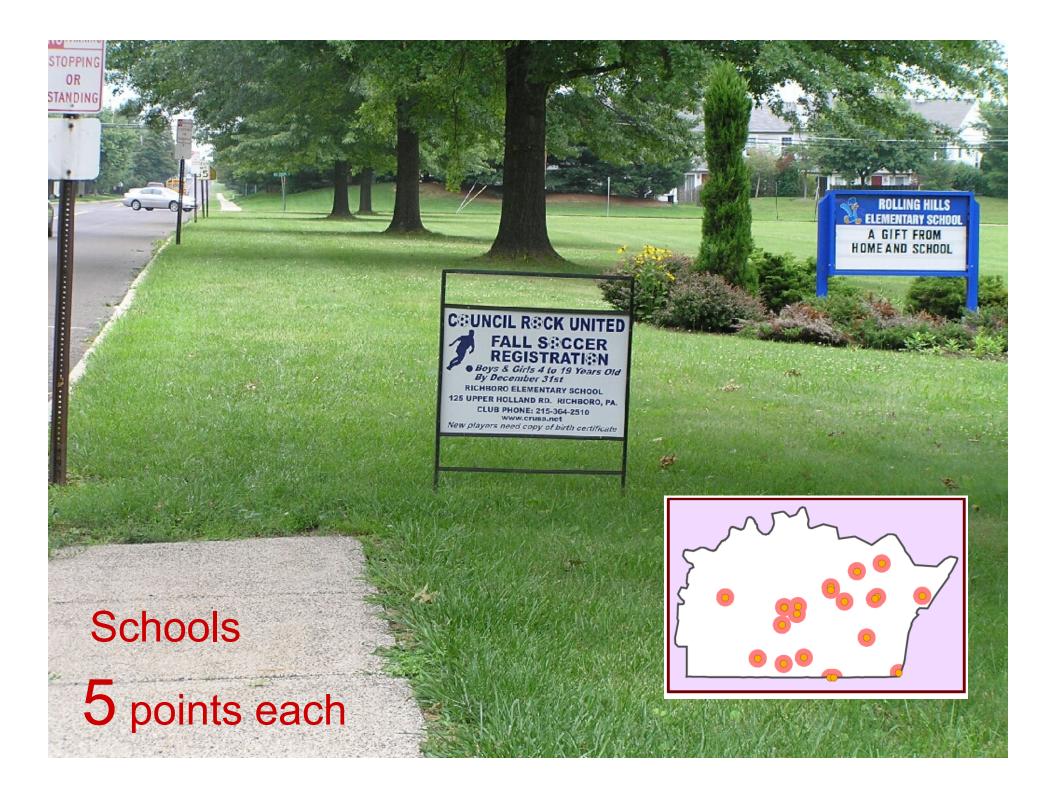


10 points



Existing Sidewalks

10 points each



		STREET NAME	SUFFIX	PTS.	FROM	то	S'WALK NB/EB	S'WALK SB/WB	
BHAM		2nd Street	Pike	210	Tanyard	NEWTOWN Bustleton	Partial	Partial	
BUCKINGHAM	WRIG	2nd Street	Pike	120	Manor	Almshouse	Partial	Yes	MIDDLETOWN
WARV	WICK	2nd Street	Pike	100	Willowbrook	THAMPTON Tanyard	No	No	
		2nd Street	Pike	100	N of	Tanyard	Yes	Yes	
		2nd Street	Pike	100	Bustleton	Almshouse	Partial	Yes	\square
		2nd Street	Pike	95	Mt Pleasant	Willowbrook	No	No	
		2nd Street	Pike	75	Highland	Manor	No	Partial	2 / \
		2nd Street	Pike	65	Highland	Twining Ford	No	No	
	F F	Acorn	Dr	90	Willowbrook	Tanyard	No	No	MIDDLETOWN
		Acorn	Dr	65	Willowbrook	Mt Pleasant	No	No	
		Adams	Ct	65	end	end	No	No	
		Alberts	Ct	60	end	end	No	No	
	Richard	Almshouse	Rd	120	Temperance	2nd Street Pike	No	No 💦	WER
	Carroy	Almshouse	Rd	85	W of	Temperance	No		
	lvyland	Almshouse	Rd	85	Golden Gate	Ē	Yes	No	
		AlmshouseISTER	Rd	75	E of UPPER SOUT	Golden Gate	Yes	Yes	BENSALEM

3. Compute total priority points





Things the analysis did not capture



