

1) For our survey to be effective we need to know if people already bike on campus. We wanted to divide these participants into different categories to analyze. People who bike on campus compared to those who do not bring different opinions when it comes to biking and we will need to examine the differences between these two groups. This also is a point where people will be booted to another question because those who do not bike will skew our results.

1a) If people already bike on campus/Champaign-Urbana it is important to understand how often they use it. We want to know how often people are biking.

1b) This question will help us determine where bikers are traveling to on campus. This could help determine where bike sharing programs would be implemented and the locations of them. It also highlights undertones of potential reasons why people use bikes (eg: exercise could mean someone is health conscious).

1c) This question is asked to find out whether or not this survey is relevant to the participant taking the survey. If they answer no, we know that their survey results are not useful and it will jump their session to question 17. If people don't know how to ride a bike, they will most likely not be interested in participating in a bike-sharing system since it will not benefit them directly.

2) Our survey introduces the definition of bike-sharing. We need to know whether participants had preconceived knowledge about bike sharing to see if their interest is higher than someone who does not know what bike sharing is. This question can be cross-tabulated with many others like pricing, potential use, etc.

3) A survey about bike-sharing will need to gauge potential participants' interest in the program. We asked this question to see if participants would be willing to be included in a bike sharing system. If they are not, we will jump their session to question 17 because we do not want people not willing to participate adding results to the pricing and locations of the bike sharing system since that will skew the results.

4) We based this pricing off hourly, full day, monthly, annually, on Boston, Washington DC, New York bike sharing systems. Our prices are based on ranges because we do not want to lock prices into stone and promise membership prices that we can not attain. Furthermore, the ranges are based below and above the actual prices of these 3 cities of bike sharing systems. Lastly, the 1-5 willing to pay scale is used to determine how interested they would be willing to use the system at the said price range.

5) We list three different type of bike-sharing platforms currently in use. We asked this question to gauge people's interest in the different systems available. We wanted to measure whether or not the type of system people wanted would affect their decision to participate in a bike sharing program. It will cost more money to use different types of systems, so this could be how we determine the feasibility of the bike sharing system.

6) We want to know where people will use the bikes in the Champaign-Urbana area. This may also help us determine a certain segment of students, faculty, community members to target the

bike sharing system towards.

7) While we asked bike owners the reasons why they ride their bike, we want to know about bike-sharing participants' preferences when it comes to the type of trip offered. If a person does not own a bike on campus it may be because they do not envision riding it often enough for them to purchase their own but with a bike-share system they may see the value in riding it to class or to the store.

8) If people own a bike in the area they may be less willing to participate in a bike sharing program. This is something we will need to know when assessing the data. If people do own a bike but are interested in a bike-sharing program this has the potential to open a new market available to us.

9) People who own a bike but do not live in the Champaign Urbana community may want one here in order to get between academic buildings, classes, work, or for recreation. A bike sharing system may be beneficial for them. If they answer yes to this question then they may be less likely to participate in a bike sharing system, if they do not they may be more willing to participate.

10-13) We want to know how people are getting around campus using other forms of transportation. Depending on this people may be less likely to participate in a bike share program. These results will be cross examined with the reasons why people bike and where they could potentially use a bike-sharing system bike.

14) We want to know where people are travelling by car in order to see if they could bike there instead. If people are using cars sparingly this could be a potential target area for a bike sharing program.

15) We want to know how often people are using transportation in Champaign-Urbana. A bike-sharing system is another way to use 'public transportation' and this could be an alternative for people.

16) We want to address other psycho-graphic factors that goes into a bike share program like public transportation, health, care for the environment, etc. The questions help us identify reasons why people are either interested or uninterested in a bike share program. This also addresses the overall climate of safety and public transportation on campus.

17-21) These are demographic questions in order to see find more background data about survey respondents. These responses will allow us to analyze the data and make connections between survey responses. This will help us organize responses based on students, staff, community members, people who live on campus, etc.

22) This questions allows people the opportunity to address any issues they did not find in the survey.

