



BIKE-SHARE PROGRAM

PROGRESS REPORT #3 AND PRELIMINARY COST / RIDERSHIP ANALYSIS

(From 11/11/25 to 1/08/26)

**City of Hallandale Beach
Transportation and Mobility Department**

January 12, 2026



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Attachments

- Attachment A: Bird Proposal and Cost Estimate to the City of Hallandale Beach
- Attachment B: Citi Bike Miami (DecoBike) General Scope and User Pricing
- Attachment C: Brightbike West Palm Beach (DecoBike) User Pricing
- Attachment D: Aventura BCycle User Pricing



Vendor Engagement and Actions Taken

Between September and November 2025, the Transportation and Mobility (TAM) staff contacted multiple bike-share vendors to evaluate the feasibility of implementing a bike-share program in the City of Hallandale Beach and to determine vendor interest, service models, pricing and operational information. Bird and DecoBike were the only vendors that provided responses to the City's request, with Bird sharing a cost estimate and DecoBike providing general program scope information.

As of 1/08/2026, staff verified and documented customer pricing for both DecoBike (Citi Bike Miami) and Bird to understand how riders are charged under a station-based membership and time-pass model compared to a per-minute model with an unlock fee.

Staff is also currently drafting a Request For Proposals (RFP) to obtain formal, comparable vendor pricing to the City and its riders.

Contacted vendors:

Vendor	Overall Status	Vendors Website
Bird	Discussion held on 09/22/25. Bird provided a cost estimate to the City of \$1,200 per electric bicycle per year. Note: Bird does not offer conventional bicycles.	https://www.bird.co
DecoBike (Citi Bike Miami)	Vendor indicated that costs to the City would only be provided if a formal procurement process is initiated. Note: RFP is currently being developed by the City.	https://citibikemiami.com
Spin	Vendor does not have the vehicle capacity to pursue the program.	https://www.spin.app
Republic Bike	Equipment provider only; no bike-share system operations.	http://www.republicbike.com
BCycle (Broward, Aventura)	Leaving South Florida; not a viable partner.	https://www.bcycle.com

Vendor	Overall Status	Vendors Website
Lime	Initial contact on 09/15/25. Follow-up emails sent. No response received to date.	https://www.li.me
Hopr	Initial contact on 09/15/25. Follow-up emails sent. No response received to date.	https://gohopr.com
Tandem Mobility	Initial contact on 09/15/25. Follow-up emails sent. No response received to date.	https://www.tandem-mobility.com
Bluebikes	Initial contact on 09/15/25. Follow-up emails sent No response received to date.	https://bluebikes.com

Vendor Updates:

- **Bird** remains the only vendor that has provided a complete, quantified cost structure outside of procurement, including an annual device fee structure and a defined customer pricing structure. The written proposal, tailored to the City, includes a fleet of 150 electric bikes. The proposed annual fee is \$1,200 per bike, capped at \$180,000 per year. All operations and maintenance would be fully managed by the vendor. (Please refer to the attachment for full proposal).
- **DecoBike** (Citi Bike Miami) continues engaged at the general scope level, but it has not provided a cost proposal to the City and has indicated that it will only share City cost information through a formal procurement process. Therefore, staff cannot complete a precise City cost comparison between Bird and a station-based DecoBike style model without receiving proposals through the RFP.

Updates on Regional Coordination

To explore opportunities for regional collaboration, TAM staff also initiated direct communication with the following municipalities:

- **City of Aventura:** On November 10, 2025, the Aventura Public Works and TAM Director met to discuss potential partnership but there was no interest expressed by Aventura at this time.
- **City of Sunny Isles Beach:** On October 17, 2025, confirmed that they cannot pursue a bike-share program at this time due to physical constraints.



- **City of Dania Beach:** Initial outreach completed on October 2025; a follow-up email was sent on November 2025. TAM staff did not receive any responses.

Funding and Branding Opportunities

Transportation and Mobility (TAM) staff continues to research, pursue funding and branding opportunities to support implementation of a citywide bike-share program and to improve long-term financial sustainability. Staff is evaluating public-private partnership approaches that allow the operator to combine user fees with external revenue streams, such as sponsorships and advertising, to reduce overall program cost. Branding opportunities under review include sponsorship packages tied to bicycles, stations or parking areas, and mobile application and user interface branding.

Financial Feasibility Consideration

Based on preliminary industry feedback received during vendor outreach, the Transportation and Mobility staff understands that projected ridership levels and associated user fee revenue may be insufficient to support a fully vendor-funded bike-share model in the City of Hallandale Beach, particularly during the early phases of program deployment. This market condition is consistent with the broader regional experience, including the recent decision by Broward BCycle to exit the South Florida market and remove equipment from Broward County. In response, TAM staff is evaluating alternative approaches that improve financial feasibility, including phased deployment, targeted station placement at high-demand destinations, sponsorship and branding opportunities, and procurement language that requires vendors to clearly identify how program costs are supported through user fees and other revenue sources. The intent of this evaluation is to reduce financial risk, improve long-term sustainability, and ensure that any recommended program model can be implemented and maintained without reliance on uncertain revenue assumptions.

Preliminary Cost and Ridership Analysis

This evaluation addresses the City's bike-share program feasibility using the vendor information currently available, with a focus on open-system mobility options, projected ridership, and cost-per-ride assumptions, and it also provides a practical comparison of regional models and an assessment of feasibility for broader connectivity, followed by findings and recommendations.

Bird provided a proposal that includes a defined City cost structure, operating zone controls, and rider pricing, while DecoBike (Citi Bike Miami) provided general scope to the City but did not provide City pricing outside of a formal procurement process; however,

Citi Bike Miami, Brightbike in West Palm Beach (both systems operated by DecoBike), Aventura BCycle, publishes rider pricing, which will be included in this analysis.

With respect to open-system mobility options, the City is effectively comparing two program structures that are commonly used in the region and nationally:

- The first option is a vendor-operated electric bike system using flexible parking models and geofenced operating controls, which **Bird** proposes, including the ability to apply slow zones, no-ride zones, and no-parking zones, and an operating zone where electric-assist stops if the bike leaves the zone.


Riders will be charged a \$1 unlock fee plus a per-minute rate. However, Bird proposes an equity feature that provides a 20 % discount when a rider starts a trip within a City-designated equity zone.

Under the Bird concept, the City would be responsible for paying \$1,200 per electric bike per year to support program implementation, operations, and maintenance. This cost structure reflects the expectation that ridership will be low, meaning user fee revenue alone may not be sufficient to sustain reliable service, particularly during the early phase of deployment. If the City is not able to allow private sponsorship or advertising, then the program will have fewer external revenue opportunities to offset operating costs, and the City subsidy of \$1,200 per bike becomes the primary mechanism to keep the program financially viable and operationally stable.


Parking Models


Feature	Solution 1 Free Floating	Solution 2 Virtual Parking	Solution 3 Corral Parking	Solution 4 Docking Stations
Geofenced No-Park Areas	✓	✓	✓	✓
End-of-ride photo	✓	✓	✓	✓
Parking spots visible in-app	✓	✓	✓	✓
Can be incentivized through ride credits	✓	✓	✓	✓
Can be made mandatory		✓	✓	✓
Parking infrastructure installed			✓	✓
Affixes to physical infrastructure				✓
Wheel docking structure for orderliness				✓

Free Floating



Virtual Parking





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(Parking Models Image provided by Bird to the City)

- The second option is a station-based system which is the structure used by **DecoBike** (Citi Bike Miami / Brightbike West Palm Beach), and which typically supports consistent dock-based parking and defined station locations. In this system riders are charged through membership subscriptions and/or by time-based access passes rather than a per-minute rate.



Ridership. Projected ridership for planning purposes is best expressed using the industry standard utilization metric that **Bird** references in its proposal, rides per device per day (RpD), then converted into daily and annual rides. The calculations below use the standard formulas: average daily rides equals fleet size multiplied by rides per device per day, and annual rides equals fleet size multiplied by rides per device per day multiplied by 365. To keep the ridership forecast transparent and decision-ready, the tables use three utilization scenarios that reflect typical planning sensitivity ranges for early-stage programs: Low at 0.7 rides per device per day, Expected at 1.2 rides per device per day, and High at 1.8 rides per device per day.

Table 1, projected ridership using rides per device per day, shows daily and annual rides for common fleet sizes.

Fleet Size (# of Bikes)	Low daily rides (0.7 RpD)	Low annual rides (0.7 RpD)	Expected daily rides (1.2 RpD)	Expected annual rides (1.2 RpD)	High daily rides (1.8 RpD)	High annual rides (1.8 RpD)
25	18	6,388	30	10,950	45	16,425
50	35	12,775	60	21,900	90	32,850
75	53	19,162	90	32,850	135	49,275
100	70	25,550	120	43,800	180	65,700
150	105	38,325	180	65,700	270	98,550

Table 1A. Ridership context comparison, Hallandale Beach projections versus regional peer systems

System	Service area and scale context	Ridership metric available publicly
Hallandale Beach pilot projection	Early-stage small fleet scenario for planning (example 25 bikes/ 5 Stations)	Projected rides per device per day (RpD) (Refer to Table 1 on page 6)
Citi Bike Miami (DecoBike)	Station-based system described as 160+ stations and nearly 2,000 bikes across Miami and Miami Beach	A public meeting recap reports operator-presented: about 1.7 million rides per year and about 5 uses per bike per day on average

Projected Costs. The City cost-per-ride assumptions require separating City-paid costs from rider-paid costs. As previously mentioned, Bird’s proposal to the City specifies an annual device fee of \$1,200 per e-bike and presents a 150-bike example that totals \$180,000 per year, with operations and maintenance managed by the vendor.

For cost-per-ride analysis, the City cost-per-ride is calculated as annual City cost divided by annual rides. Under a \$1,200 per bike per year structure, annual City cost equals fleet size multiplied by \$1,200, and annual rides equals fleet size multiplied by rides per device per day multiplied by 365, which means the fleet size cancels out and the City cost per ride depends primarily on utilization.

Table 2, City cost per ride sensitivity under a \$1,200 per bike per year structure, shows City cost per ride at the same utilization scenarios.

Utilization (rides per device per day) (\$1200 /RpD x 365 days)	City cost per ride (\$)
\$1,200 / (0.7 x 365)	\$4.7
1.2	\$2.74
1.8	\$1.83

For budgeting clarity, Table 3 below shows the annual City cost by fleet size using the Bird device fee structure, which is the only complete City cost input currently available from a vendor.

Fleet size (bikes)	Annual City cost at \$1,200 per bike (\$)
25 x \$1,200	\$30,000
50	\$60,000
75	\$90,000
100	\$120,000
150	\$180,000

Bird's user pricing for Hallandale Beach is explicitly provided as an unlock fee plus a per-minute rate, with three tiers: Local pricing at \$1 to unlock plus \$0.49 per minute, Tourist pricing at \$1 to unlock plus \$0.54 per minute, and Equity Zone pricing at \$1 to unlock plus \$0.39 per minute, described as an automatic 20 % discount when a trip starts in an equity zone. The rider cost calculation is straightforward: rider cost equals \$1 plus minutes multiplied by the applicable per-minute rate.


Table 4, Bird rider cost per trip examples.

Trip duration (minutes)	Local rider cost (\$1 + \$0.49 per minute)	Tourist rider cost (\$1 + \$0.54 per minute)	Equity zone rider cost (\$1 + \$0.39 per minute)
10	$0.49 \times 10 \text{ min} + \$1 = \$5.9$	\$6.4	\$4.9
15	\$8.35	\$9.1	\$6.85
20	\$10.8	\$11.8	\$8.8
30	\$15.7	\$17.2	\$12.7

Pricing

Equity Zones: designated underserved areas within Hallandale Beach determined in collaboration with the City and Bird. Riders will receive an automatic 20% discount when they start their trip in an equity zone.

Pricing	
Local Pricing	\$1 to unlock, \$0.49 per minute
Tourist Pricing	\$1 to unlock, \$0.54 per minute
Equity Zone Pricing	\$1 to unlock, \$0.39 per minute



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(Pricing Image provided by Bird)

Citi Bike Miami rider pricing is published online. Citi Bike Miami lists monthly membership subscriptions of \$20 per month for unlimited 30-minute rides and \$25 per month for unlimited 60-minute rides, and it lists hourly and daily rentals including a 30-minute access pass for \$6.50, a 1-hour access pass for \$8.50, a 2-hour access pass for \$10.95, a 4-hour access pass for \$18.00, and a 1-day access pass for \$24.00, with each additional 30 minutes beyond rental terms priced at \$4.95.

Table 5, Citi Bike Miami published rider pricing.

<https://citibikemiami.com/pricing>

Pricing type	Rider product	Rider price (\$)
Monthly membership	Standard, unlimited 30-minute rides	\$20
Monthly membership	Deluxe, unlimited 60-minute rides	\$25
Short-term pass	30-minute access pass	\$6.5
Short-term pass	1-hour access pass	\$8.5
Short-term pass	2-hour access pass	\$10.95



Short-term pass	4-hour access pass	\$18
Short-term pass	1-day access pass	\$24
Overage	Each additional 30 minutes beyond rental terms	\$4.95

Table 6, rider cost comparison for short trips, Bird versus Citi Bike Miami and Brightbike short-term minimum.

Link to Citi Bike Miami: <https://citibikemiami.com/pricing>

Link to Brightbike: <https://gobrightbike.com/pricing>

Link to Aventura BCycle: <https://aventura.bcycle.com/top-nav-pages/rates-membership/rates2>

Trip duration (minutes)	Bird local rider cost (\$) (e-bike)	Bird equity rider cost (\$) (e-bike)	Citi Bike Miami short-term minimum for a non-member (\$)	Brightbike West Palm Beach short-term minimum (\$)	Aventura BCycle short-term minimum (\$)
10	\$5.9	\$4.9	-	-	\$5.0
15	\$8.35	\$6.85	-	-	\$5.0
30	\$15.7	\$12.7	\$6.5	\$3.95	\$5.0

This rider-cost comparison table highlights a key behavioral difference between the models: a pass-based station system can be cheaper for short trips for a non-member if the ride stays within the purchased time window, while a per-minute model can be cheaper in equity zones for short trips but becomes more expensive as minutes increase.

Regional model comparison and feasibility observations from the City's vendor engagement record support a cautious approach to revenue assumptions. Transportation and Mobility staff documented that vendors indicated low ridership and limited revenue can make fully vendor-funded models challenging, and it is also documented that BCycle is leaving South Florida and is not a viable partner, which is consistent with a market where utilization and revenue stability can be difficult without either scale, sponsorship support, or a structured subsidy. Staff also documented that the City of Aventura did not express interest in partnership after discussions, Sunny Isles Beach indicated physical constraints, and Dania Beach did not respond, which limits near-term prospects for a multi-city coordinated operating area. Feasibility for broader connectivity is therefore mixed and depends on the model selected.



Under the Bird geofenced model, the proposal states electric bicycles will stop working if the bike leaves the operating zone, which means cross-boundary connectivity will be constrained unless an expanded operating zone or coordinated adjacent zones are implemented. Under a station-based model like Citi Bike Miami, broader connectivity is typically achieved through network expansion and cross-jurisdiction station placement, but the City does not currently have City-facing cost proposals from station-based vendors, so the City cannot yet evaluate total public cost and operating responsibility without competitive procurement responses.

The principal findings are that Bird is currently the only vendor option with a complete City cost structure and defined rider pricing suitable for preliminary cost-per-ride modeling, that rider pricing differs substantially by business model, and that City cost per ride under a per-bike annual fee structure is highly sensitive to utilization.

Recommendations and Conclusions

A practical and low-risk recommendation is to start with a small, clearly defined pilot deployment program of about 25 bikes placed at the highest-demand destinations and safest, most manageable bicycle parking locations to test actual demand and operational workload.

In parallel, the City should continue evaluating whether sponsorship is feasible and appropriate, because sponsorships, advertising, and other third-party funding can improve the bike-share program sustainability and reduce reliance on City funding. If sponsorship or advertising is not feasible, then the City should assume that user fees alone may not be sufficient under low ridership conditions and should plan accordingly by requiring the operator to clearly disclose the full user fee schedule, any pricing change rules, and any financial risks that could affect service quality, while also requiring a performance-based approach to scaling so the City does not commit to a larger fleet until the pilot demonstrates acceptable ridership, compliance, and operational reliability.

Virtual parking is recommended because it allows the City and the operator to manage parking behavior without constructing fixed docking infrastructure, while still providing flexibility to adjust the system based on real usage patterns. If a specific virtual parking location shows consistently low ridership, poor turnover, or recurring compliance issues, that location can be relocated to another area with higher demand, which supports continuous optimization during the pilot and early deployment period.

User pricing under the Bird model appears higher on a per-minute basis than many conventional station-based programs like Citi Bike Miami, but this difference is largely explained by the vehicle type and service model. Bird is proposing an electric-assist fleet rather than conventional pedal bicycles, and electric bikes typically carry higher operating costs due to battery management, maintenance intensity, and required field servicing. In addition, the virtual parking model avoids the need for the City to require construction,



docking stations, kiosks, or other permanent right-of-way installations tied to station-based systems. Because the virtual parking option relies primarily on digital controls and designated parking locations rather than physical docking infrastructure, the City can reduce or avoid right-of-way construction and station installation costs that would otherwise be necessary for a docked system.

A final and most accurate ridership and cost analysis cannot be completed until the Request for Proposals (RFP) is released and the City receives vendor submissions that include detailed cost proposals and operating models, which will allow the Transportation and Mobility staff to refine assumptions and confirm feasibility using comparable information across bidders.

Next Steps

- ✓ City to finalize the internal determination on whether sponsorship and advertising will be permitted.
- ✓ Staff will finalize the Request for Proposals (RFP) package based on the internal guidance provided regarding funding.
- ✓ TAM staff will continue researching and pursuing potential funding sources, including grants, sponsorships, and revenue-sharing models, to support the bike-share program implementation and ensure long-term sustainability.
- ✓ Staff will develop the next progress report summarizing vendor engagement and the status of the Request for Proposals (RFP) development and release timeline.

ATTACHMENT A

(Proposal and Cost Estimate from Bird)



Hallandale Beach x Bird Bike Proposal

September 22, 2025





Agenda

Bird Overview

User Education

Operations

Hallandale Beach x Bird Program Proposal

Bird's Mission

Transforming the
way the world moves
one ride at a time.

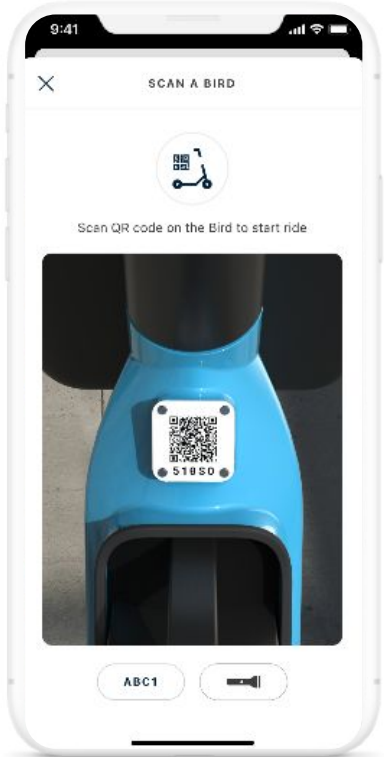


B I R D

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Bird's Mobile App

HOME SCREEN



UNLOCK SCREEN

TRIP SCREEN



BirdBike

City Safe & Street Smart:

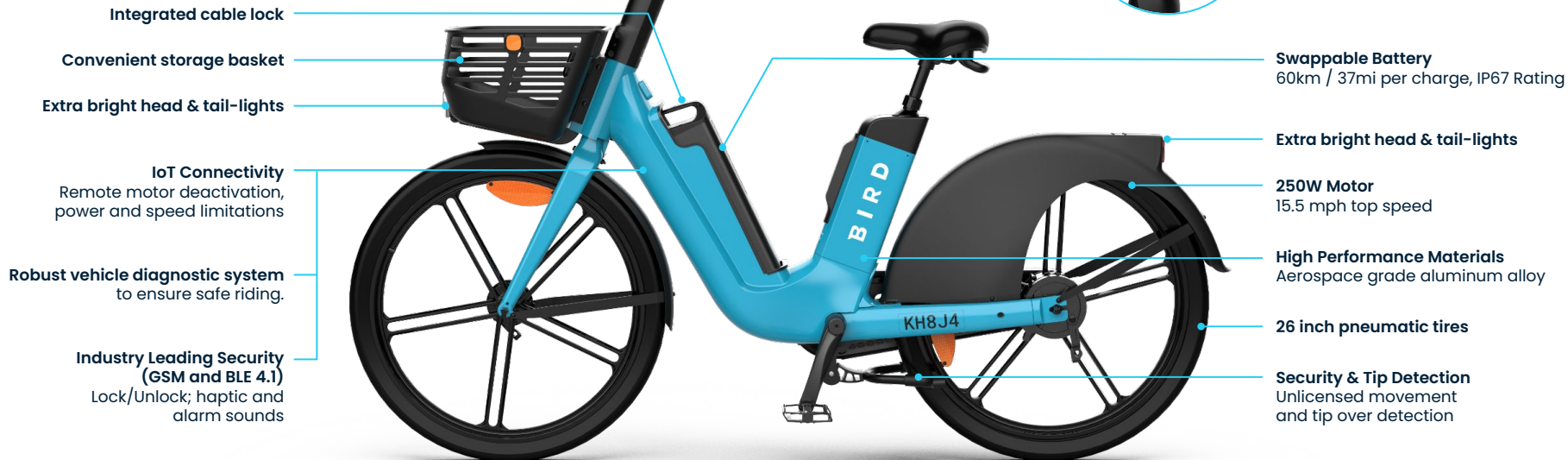
Designed uniquely for ride share, the Bird Bike is a Class 1 Pedal Assist E-Bike that's IOT connected and built to comply with local rules and regulations.

S P E C S

720WHr Swappable Battery (IP67 Rated)

Max 20% Grade Hill Climb

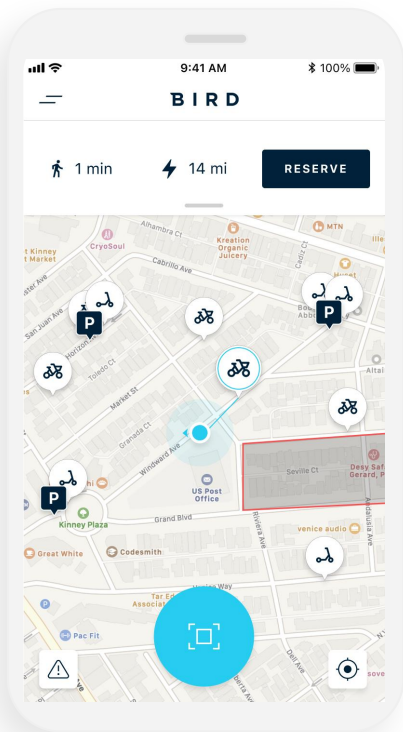
Class 1 vehicle 250W Motor, 47N.m net torque



B I R D

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BirdBike



City Safe, Street Smart

How the Bird Bike fits into our existing compliance needs.

PRODUCT FEATURES

Slow Zones	Recognizes all Slow zones, no ride zones, and no park zones. Pedals will still operate manually (although it will quite heavy to move without pedal assist)
Swappable Battery	Swappable battery will be replaced in field by our team of operators that have been trained on extensive safe handling protocols
Tipover Detection	Similar to our scooters, our latest vehicle is built with technology to detect if it has tipped over. From there, local operators will be alerted to remedy
Anti-theft	Built specifically for ride share so removing the brain for personal use is challenging. The bike is also much heavier to ride without pedal assist so it's not a fun manual joyride. Vehicle is locked and unlocked through the Bird app (optional external lock will be available in some markets)
City Data Sharing	Our Bikes will integrate into our current data feeds
Helmet Selfie	Riders will be able to leverage our existing helmet selfie tech and have the opportunity to get a discount on their ride if they are wearing a helmet
Community Mode	In app reporting tool for non-riders to report a bike that is damaged or in the public right of way

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Our tech prioritizes

- Rider and pedestrian safety
- Speed control
- Parking compliance
- Deployment compliance
- Zone compliance through geofence and geospeed implementation



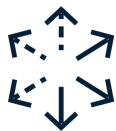
Safety Geozones



No-Parking Zones | These geofences are highlighted red in our app and **prevent riders from parking in specific areas**. If a rider enters a no-parking zone, they are alerted that they will not be able to end their ride until they are outside of the restricted area.



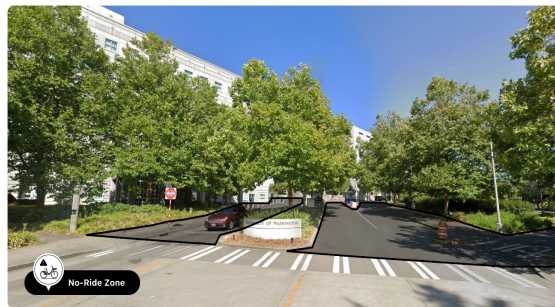
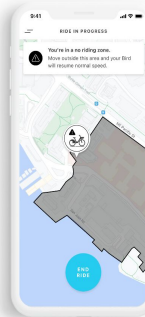
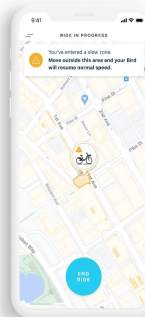
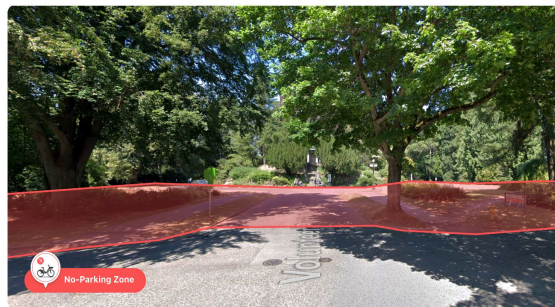
Slow Zones | These geofences are highlighted yellow in our app. Using our on-vehicle speed governor and geofencing technology, we can **implement speed limits (both temporary or permanent) in different areas of a city and on specific streets**. If a rider enters a slow zone, they are alerted that the vehicle's speed is about to be safely reduced.



No-Ride Zones | These geofences are highlighted black in our app. As a rider approaches a no-ride zone, such as Gulfstream Park, they are alerted that their speed will be reduced. The Bird then safely decelerates, coming to a complete stop to **prevent the vehicle from crossing the geofence boundary**.

BIRD

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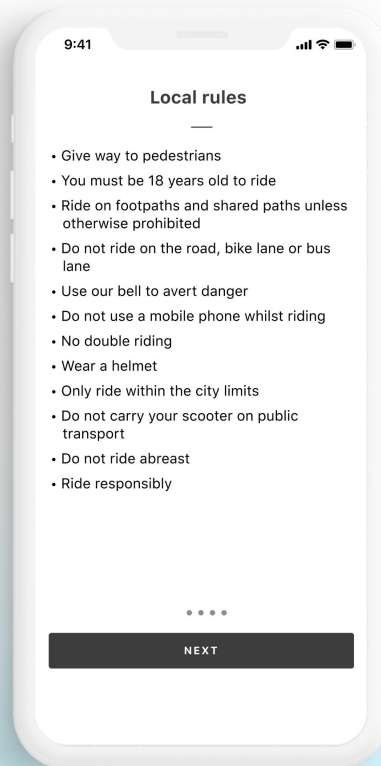
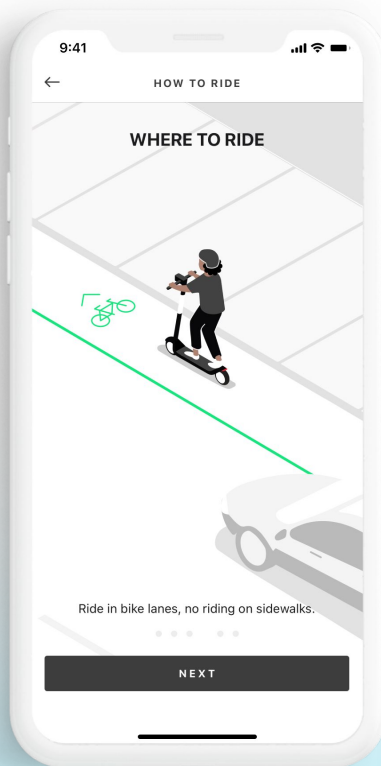


User Education

In-App Messaging

Safety


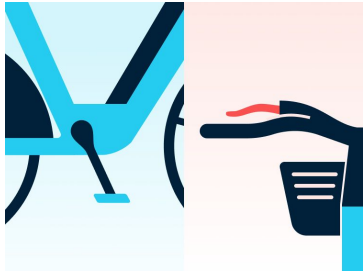


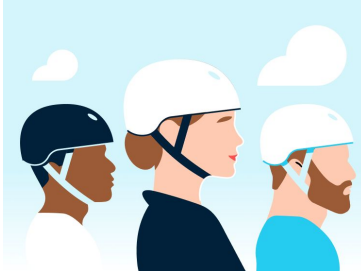
All riders are required to review a tutorial on how to ride safely before they can start their ride



Local Rules

Local rules are customized for each market including specific information about parking and no-ride zones

Bird Bike Educational Tutorial

				
Adjust Your Seat	How to Ride	Activate Pedal Assist	How to Park	Safety Tip
Squeeze the lever under the seat to adjust the height to an appropriate position.	Pedal to get started. Use the brakes on the handlebars to slow or come to a stop.	Once you get up to speed, the Electric pedal assist will kick in, making riding a breeze.	Push the kickstand down with your foot and pull the vehicle back firmly to set it in place.	Wear a helmet, ride in bike lanes, and follow all local traffic laws.
GOT IT	GOT IT	GOT IT	GOT IT	Next

Bird's Safety Guide

RESPONSIBLE RIDING HOW-TO'S



You must be 18 or older to ride.



Only one rider per Bird.



Ensure you stick to riding in bike lanes or in the road; do not ride on the sidewalk



Bird e-scooters are calibrated to go no faster than 15mph to maintain a safe speed. Always start slow and at a speed that you feel comfortable with.



Keep both hands on the bars. Ensure you place both feet on the pedals at all times while riding.



Wear a helmet.



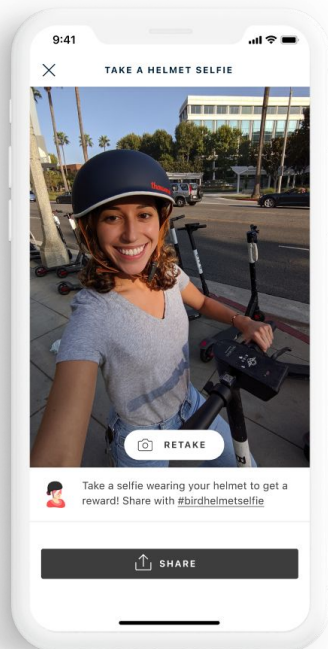
If something isn't right, tell us through the Bird app.



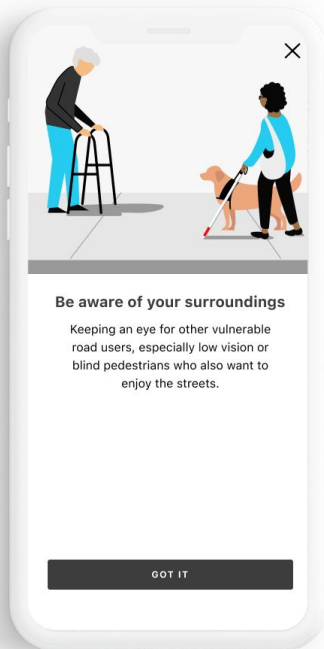
Park responsibly and at bike racks where possible. Do not block doorways, ramps, sidewalks, or right-of-way.

Bird Leads on Safety Education

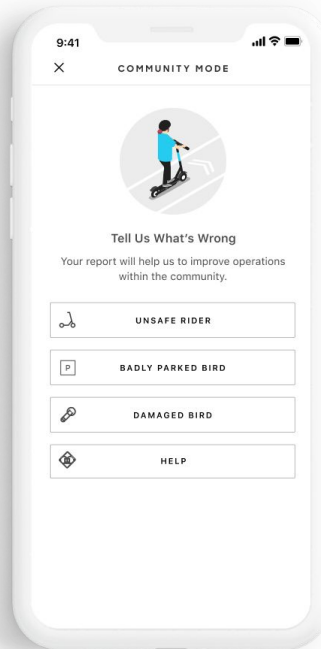
Innovative offerings like **Helmet Selfie** and **Beginner Mode**



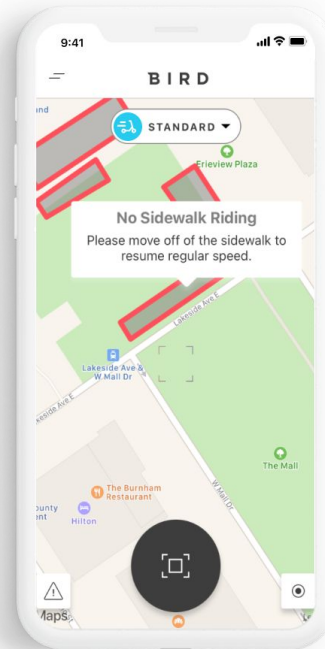
Mandatory **Safety Quizzes**,
Local Rules & **Notifications**



Community Mode reporting
tool for non-riders



Decisive **Action & Warnings**
for unsafe behavior



BIRD

Confidential and proprietary information



Operations

Customized Operations

Micromobility should be able to easily integrate with existing modes of alternative transportation: walking, cycling, skateboards, etc.

- Integrating into Hallandale Beach's existing bike or shared-use infrastructure and pathways
- Through technology, carving out pathways to enable shared micromobility to seamlessly and safely co-exist with all forms of transportation
 - Passing Period: Slow Zones
 - Varied speeds depending on pedestrian density
 - Section by section determination of route
 - GPS-based parking

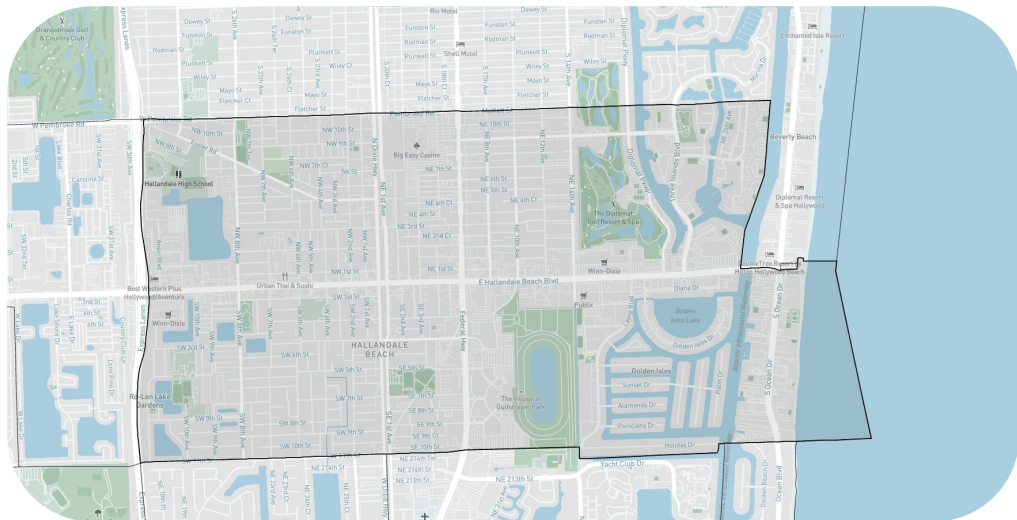


Operating Zone

Bikes will only be active within the agreed upon operating area.

Operating Zone can be flexible and tailored based on city design.

E-assist will cease working should the bike leave the zone.



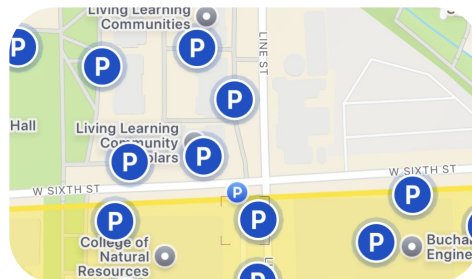
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Can be incentivized through ride credits	✓	✓	✓	✓
Can be made mandatory		✓	✓	✓
Parking infrastructure installed			✓	✓
Affixes to physical infrastructure				✓
Wheel docking structure for orderliness				✓

Free Floating

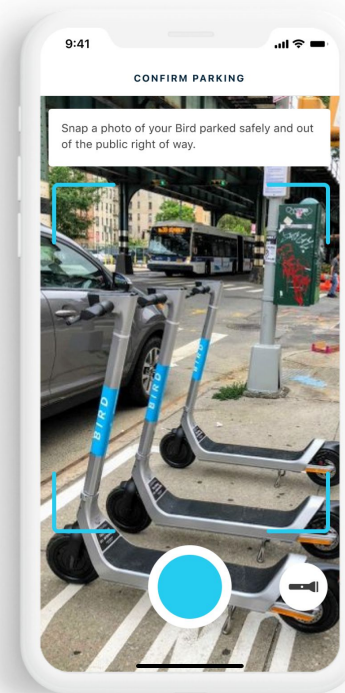


Virtual Parking



BIRD

Confidential and proprietary information

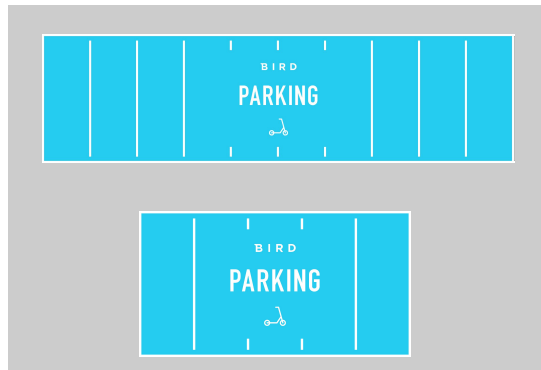


Parking Enhancements – Physical Parking Infrastructure

Parking Stencils



Parking Mat



B I R D

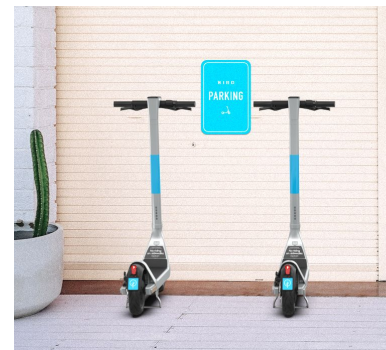
Confidential and proprietary information



Window Signage



Wall Signage



* Sufficient parking availability is imperative to reducing clutter, utilizing shared e-bikes to influence private use, and deterring improper parking behavior.



Program Proposal

Program Proposal

Bird E-Bike Program

- Fleet Size:
 - 150 e-bikes upon launch
- Funding:
 - Program funded through Hallandale Beach subsidy.

Operator	Bird
Vehicle Count	150 devices
Device Fee	\$1,200
Annual Vehicle Fee	\$180,000



Right-Sized Fleet Based on Infrastructure and Utilization



Parking Model based on City Needs



Dynamic and Adaptable Program

Pricing

Equity Zones: designated underserved areas within Hallandale Beach determined in collaboration with the City and Bird. Riders will receive an automatic 20% discount when they start their trip in an equity zone.

Pricing	
Local Pricing	\$1 to unlock, \$0.49 per minute
Tourist Pricing	\$1 to unlock, \$0.54 per minute
Equity Zone Pricing	\$1 to unlock, \$0.39 per minute



ATTACHMENT B

**(General Scope and User Pricing from Citi Bike
Miami)**

[HOW IT WORKS](#)[STATION MAP](#)[PRICING](#)[FAQ](#)[CONTACT](#)[JOIN TODAY](#)

PRICING

MONTHLY MEMBERSHIP SUBSCRIPTIONS

STANDARD**\$20.⁰⁰**

(monthly billing)
unlimited 30-minute

DELUXE**\$25.⁰⁰**

(monthly billing)
unlimited 60-minute

- Ideal for residents and locals
- 3-month minimum commitment
- Enjoy unlimited 30 or 60-minute rides per day
- You must dock your bike back within your membership checkout term (either 30 or 60 minutes) to avoid paying additional usage fees

rides

rides

- Must be 18 years of age or older

Each additional 30 minutes \$4.95

SINGLE-MONTH MEMBERSHIP

30 DAY DELUXE MEMBERSHIP

Unlimited 60-minute rides
(one month only, nonrecurring) \$35.00

HOURLY & DAILY RENTALS

- Ride for the entire time of your rental
- Dock your bike at any station and check out any other available bike
- Your credit card acts as an access card for all stations during your rental period
- If you choose to keep your bike past your rental session, it's just \$4.95 for each additional 30-minute period

HOURLY RATES

30-minute access pass \$6.50
1 hour access pass \$8.50
2 hour access pass \$10.95
4 hour access pass \$18.00
1 day access pass \$24.00

IF YOU GO PAST YOUR RENTAL TERMS

Each additional 30 minutes \$4.95

MISCELLANEOUS

Account reactivation (failed billing)	\$10.00
Monthly Membership Subscription Early Termination Fee	\$45.00
Maximum daily charge	\$75.00
Unreturned bike recovery	\$75.00
Lost/Stolen Bike	\$1,000.00

*All fees, prices and info are subject to change without prior notice.

Applicable sales and/or use taxes will be added at time of processing for charges and transactions.

Rider must accept the Rental Agreement and rides at his/her own risk.

DOWNLOAD THE APP



HOW IT WORKS

STATION MAP

PRICING

CONTACT

JOIN TODAY

FOLLOW US



PRIVACY POLICY | TERMS OF USE | DATA POLICY

** Citi, Citi and Arc Design, Citi Bike and Citi Bike and Arc Design are registered service marks of Citigroup Inc.

Citi Bike Miami is operated by DECO.BIKE LLC.

ATTACHMENT C

(Brightbike West Palm Beach User Pricing)

[HOW IT WORKS](#)[STATION MAP](#)[PRICING](#)[FAQ](#)[CONTACT](#)[JOIN TODAY](#)

PRICING

MONTHLY UNLIMITED RIDES MEMBERSHIP SUBSCRIPTION

- Ideal for residents and locals
- 3-month minimum commitment
- Enjoy unlimited 60-minute rides per day
- You must dock your bike back within your membership checkout term (60 minutes) to avoid paying additional usage fees
- Must be 18 years of age or older

\$25.⁰⁰

(monthly billing)
unlimited 60-minute rides

Each additional 30 minutes \$4.60

HOURLY RENTAL OPTIONS

HOURLY RENTAL OPTIONS

30-minute access pass	\$3.95
1 hour access pass	\$6.95
2 hour access pass	\$10.95

- Ride for the entire time of your rental
- Dock your bike at any station and check out any other available bike
- If you choose to keep your bike past your rental session, it's just \$4.60 for each additional 30-minute period

4 hour access pass **\$18.00**

1 day access pass **\$24.00**

IF YOU GO PAST YOUR RENTAL TERMS

Each additional 30 minutes **\$4.60**

30-DAY UNLIMITED RIDE PASS

UNLIMITED 60 MIN RIDES **\$35.00**
(1 month only nonrecurring)

Each additional 30 minutes **\$4.60**

MISCELLANEOUS

Account reactivation (failed billing) **\$5.00**

Maximum daily charge **\$75.00**

Unreturned bike fee **\$1000.00**

*All fees, prices and info are subject to change without prior notice.
Applicable sales and/or use taxes will be added at time of processing for charges and transactions.
Rider must accept the Rental Agreement and rides at his/her own risk.

DOWNLOAD THE APP



HOW IT WORKS

STATION MAP

PRICING

CONTACT

JOIN TODAY

[PRIVACY POLICY](#) | [DATA PRIVACY](#) | [TERMS OF USE](#)

** BrightBike is a registered service mark of Brightline.

BrightBike is operated by Micromobility Management LLC.

ATTACHMENT D

(Aventura BCycle User Pricing)



(<https://twitter.com/cityofaventura>).



(<https://facebook.com/cityofaventura>).



(<https://instagram.com/cityofaventura>).



[See all BCycle cities \(/cities\)](#)

Prised for quick rides, BCycle is the **no-hassles, no-polluting, green transportation** solution to parking fees and gas prices.

As a member, you'll take any of our BCycle on unlimited number of rides and all trips under 30 minutes are FREE! Additional usage fees apply to trips over 30-minutes. Simply return your bike to any station and check it back out to restart your 30-minute period.

Day passes can also be purchased directly at a kiosk using a credit card and following the options on the screen.

BCycles can be returned to any station.

Single Ride

Quick & Easy! Available at stations

Rides up to 30 minutes	\$5
Each 1/2 hour increment thereafter	\$5
Max per day	\$50

Applicable sales taxes will be added at time of processing for all charges.

A temporary hold of \$51 will be placed on your card. This amount will be removed a few business days after the bike has been returned (depending on your bank).

Annual Memberships

Sign up in the BCycle app!

7-Day	\$25
Annual	\$45

+ Additional Usage Fees (7-Day/Annual)

1st half-hour (of each trip)	Included
2nd half-hour	\$1
3rd half-hour	\$2
4th half-hour and subsequent	\$4

Applicable sales taxes will be added at time of processing for all charges.

A **temporary** hold of \$51 will be placed on your card. This amount will be removed a few business days. The amount of days will depend on your bank.

Annual members get an RFID card that lets them check out bikes right from the bike's dock. So annual members can save money and get around faster.

- You must have a single use pass or be a Member to check out bikes.
- Single use passes can be purchased at any station.

[Join BCycle \(/top-nav-pages/join-now\)](/top-nav-pages/join-now)

BCycle Replacement Fees

BCycle Card Replacement	\$5
BCycle Bike Replacement	\$1250
BCycle Key Replacement	\$10

TERMS, CONDITIONS AND PRIVACY POLICY

(<HTTPS://CDN01.BCYCLE.COM/LIBRARIES/DOCS/LIBRARIESPROVIDER67/DEFAULT-DOCUMENT-LIBRARY/AVENTURA-TCP-WEBSITE-2.PDF?SFVRSN=2>).

Select Language



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