



BIKE-SHARE PROGRAM RESEARCH DOCUMENT

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

September 08, 2025





TABLE OF CONTENTS

1. EXECUTIVE SUMMARY	2
2. INTRODUCTION	2
3. CURRENT BIKE-SHARE PROGRAMS IN SOUTH FLORIDA	3
4. BENEFITS OF BIKE-SHARE PROGRAMS	6
5. BIKE-SHARE IMPLEMENTATION COSTS, COMPONENTS AND FUNDING	6
6. USER AFFORDABILITY	8
7. BIKE-SHARE PROGRAM DEVELOPMENT AND POTENTIAL EXPANSION.....	10
8. HISTORY AND CURRENT SITUATION	12
9. NEXT STEPS	14

TABLE OF FIGURES

FIGURE 1 - CITI BIKE MIAMI DOCKING STATION	3
FIGURE 2 - CITI BIKE MIAMI LOCATION MAP.....	3
FIGURE 3 - AVENTURA BCYCLE LOCATION MAP	4
FIGURE 4 - AVENTURA BCYCLE DOCKING STATION.....	4
FIGURE 5 - BROWARD BCYCLE DOCKING STATION.....	5
FIGURE 6 - BROWARD BCYCLE LOCATION MAP	5
FIGURE 7 - POTENTIAL LOCATIONS TO INSTALL BIKE STATIONS.....	10
FIGURE 8 - CITY OF HALLANDALE BEACH EXISTING BICYCLE NETWORK...	13

TABLE OF TABLES

TABLE 1 - PPP MODEL	7
TABLE 2 - COMPARISON TABLE	9
TABLE 3 - POTENTIAL BIKE STATIONS	12

APPENDICES

Appendix A

TMP Presentation to City Commission on June 4, 2025

Appendix B

TMP Presentation in July 2025

Appendix C

Bike-share System Purchase Outline provided by Citi Bike Miami



BIKE-SHARE PROGRAM

1. EXECUTIVE SUMMARY

The purpose of this document is to present research information for implementing a bike-share program in the City of Hallandale Beach to improve connectivity, reduce vehicular trips, and support the City's Transportation Master Plan (TMP) vision for a safe, connected, and multimodal transportation network.

Currently, there is not a bike-share program operating in the City, and regional bike-share systems like Citi Bike Miami (DecoBike LLC) and BCycle (Broward County / City of Aventura) do not have stations within the City. This document outlines the differences between these vendors, their benefits, and other key considerations for the program's implementation.

2. INTRODUCTION

The City of Hallandale Beach TMP prioritizes creating connected corridors and neighborhood-focused investments to reduce car dependency and improve access to key destinations. A bike-share program supports these goals by offering a convenient, affordable, and environmentally friendly option for short trips that complements existing transit services. *(Refer to Appendix A - TMP Presentation to City Commission on June 4, 2025)*

Demographic and mobility data from the Transportation Master Plan:

- 21.5% of households live below the poverty level, and 9.9% have no vehicle, which increases reliance on transit or non-motorized transportation to access work, childcare or education.
- In Hallandale Beach, 3% of workers use public transit for their commute. Lower household income impacts ability to afford a vehicle; often considered transit dependent due to financial limitations. *(Refer to Appendix B - TMP presentation in July 2025).*

Residents and visitors who wish to use bike-share services face significant limitations because the two major regional vendors do not operate in the City of Hallandale Beach.

to 3. CURRENT BIKE-SHARE PROGRAMS IN SOUTH FLORIDA

Citi Bike Miami (DecoBike LLC) operates more than 160 stations in Miami-Dade County area, offering both pedal bikes and e-bikes. The northernmost station is in Bay Harbor Islands at Collins Avenue and 96 Street. From Hallandale Beach, reaching this station by pedal bike takes about one hour, as it is approximately 9 10 miles away.



Figure 1 - Citi Bike Miami Docking Station

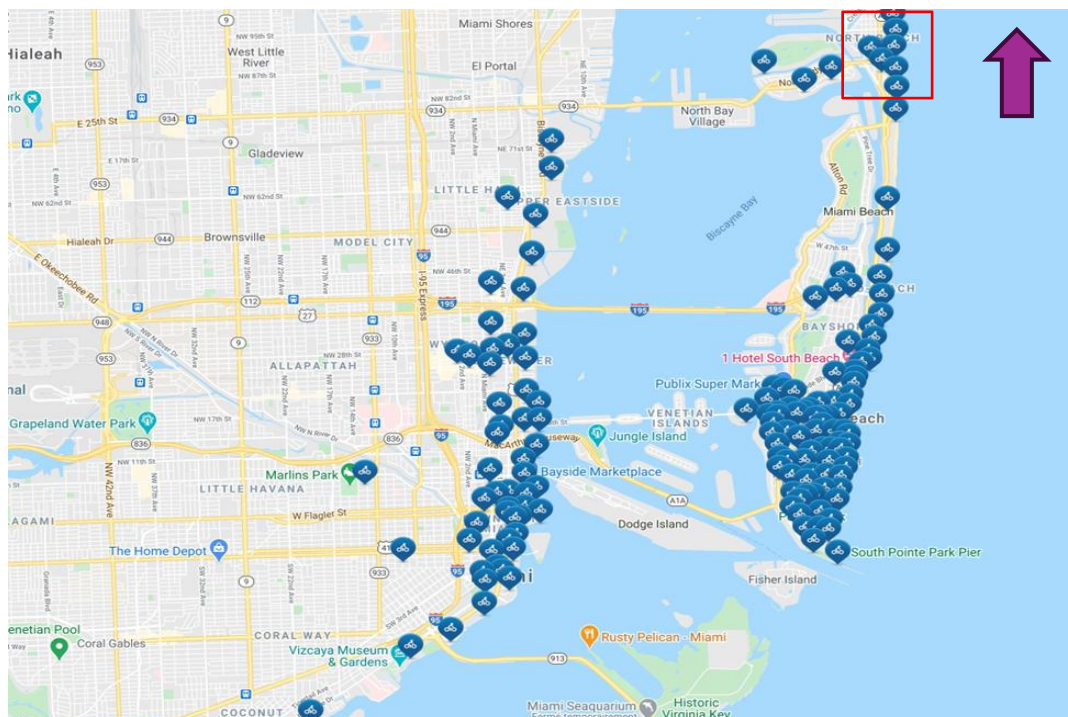


Figure 2 - Citi Bike Miami Location Map

Aventura BCycle operates 5 stations. Two of them are the closest to Hallandale Beach, located about 2 miles away; one is at Aventura Mall, and the other is south of the intersection of N Country Club Drive and NE 34 Avenue. Both can be reached by pedal bike in about 9 to 12 minutes.



Figure 4 - Aventura BCycle Docking Station

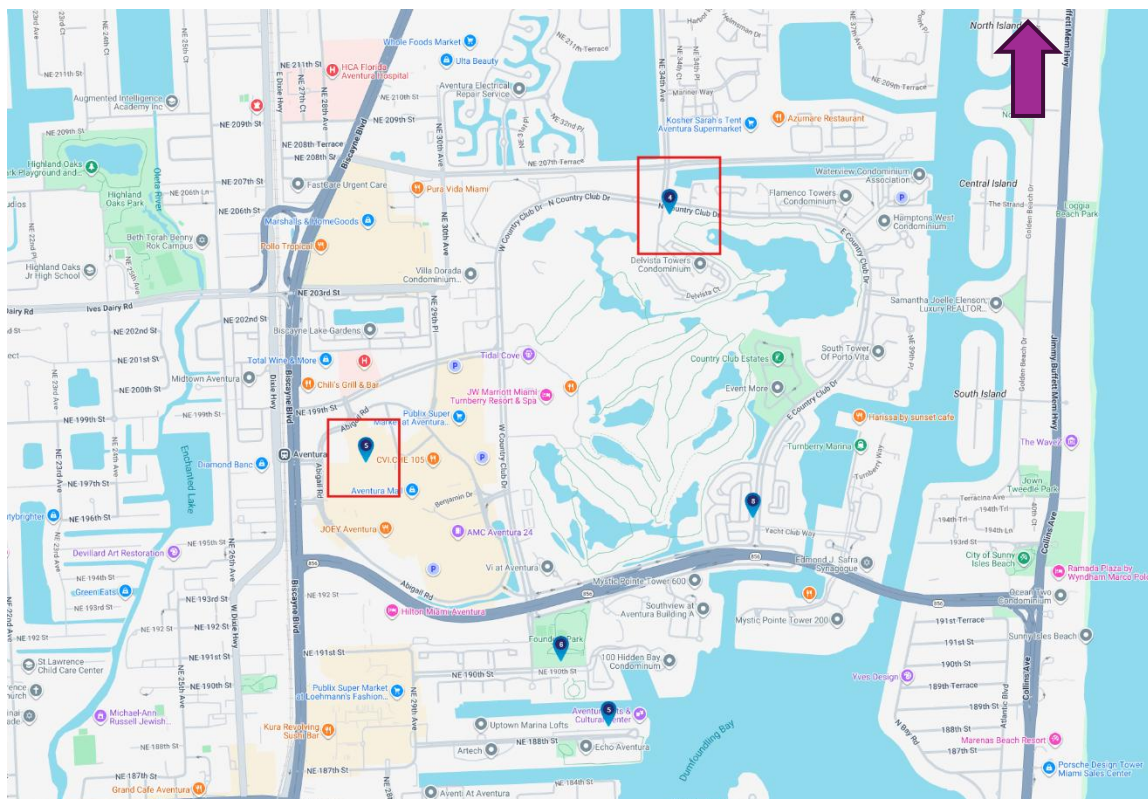


Figure 3 - Aventura BCycle Location Map

Broward BCycle (AvMed Rides) currently operates at about 17 dock stations in Broward County, about 15 stations in Fort Lauderdale, one station in Lauderdale-by-the-sea, and one station in Pompano Beach. While BCycle provides regional connectivity within Broward County, there are no BCycle stations in Hollywood or Hallandale Beach. The closest station to the City is located at the Broward County Convention Center in Fort Lauderdale which is approximately 12 miles away and the travel time is approximately 70 minutes in a pedal bike.



Figure 6 - Broward BCycle Docking Station

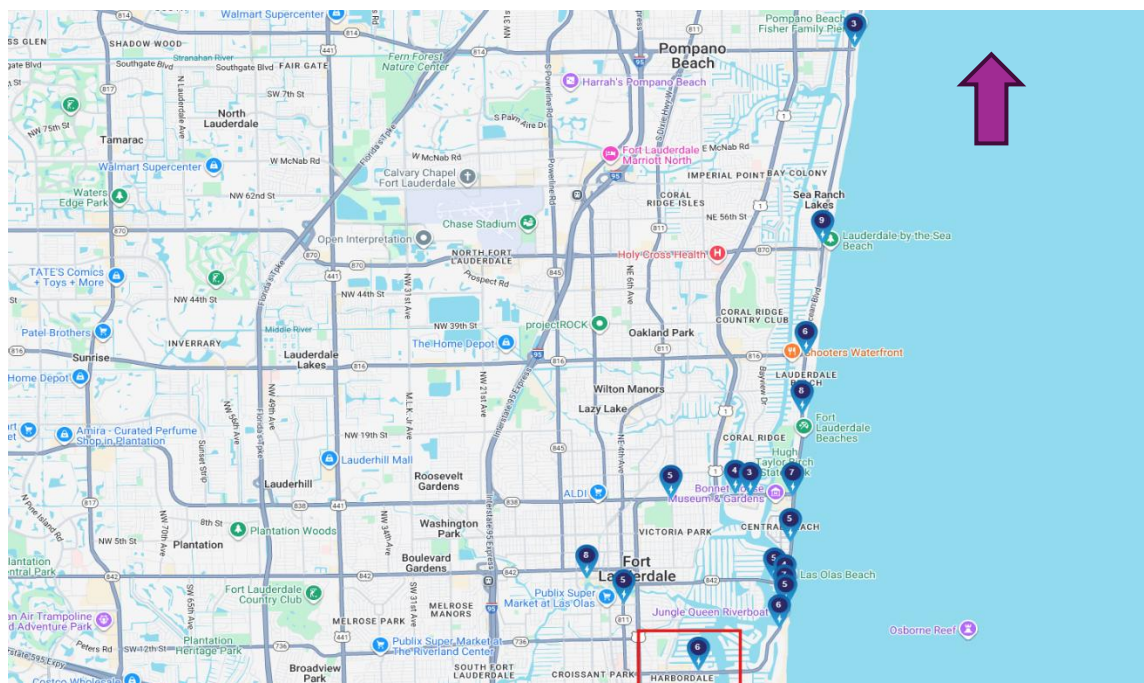


Figure 5 - Broward BCycle Location Map

4. BENEFITS OF BIKE-SHARE PROGRAMS

Implementing a bike-share program is critical to advancing the City's TMP objectives and addressing current mobility gaps. Hallandale Beach has a significant percentage of residents who are transit-dependent or have limited access to private vehicles.

A bike-share program will:

- Reduce car dependency for short local trips by providing an alternative to driving for errands, recreation, and neighborhood connections.
- Improve access to transit hubs and key destinations by making regional travel more convenient.
- Provide affordable mobility options for residents and visitors without vehicles, supporting equity and economic access.
- Enhance connected corridors and neighborhood-focused investment by connecting parks, beaches, commercial areas, and residential neighborhoods through a sustainable transportation option.
- Support the TMP vision for connected streets by integrating all modes of transportation into the City's network.

5. BIKE-SHARE IMPLEMENTATION COSTS, COMPONENTS AND FUNDING

The costs related to a bike-share program primarily involve installing docking stations, signage, system integration and a plan for long-term maintenance. These expenses can be minimized through Public-Private Partnerships (PPP) model where the operator provides bikes and technology.

The Cost Components for a Bike-share program are as follows:

- Docking stations and bicycle racks
- Kiosks and payment systems
- Signage and branding
- System integration (software and backend)
- Site preparation and permitting
- Ongoing maintenance and repair of equipment and stations

Launching a bike-share program offers substantial transportation and quality-of-life benefits at a relatively low implementation cost compared to roadway expansion or major transit infrastructure.

Common Funding Model for bike-share programs

- Operator (Citi Bike/BCycle): Provides capital investment for infrastructure and technology and assumes responsibility for all maintenance and repair throughout the contract term.
- Public Agency/Local Municipality: Grants access to public right-of-way, facilitates permitting, and may provide marketing support.
- Revenue Sources: Membership and rental fees, advertising, and sponsorship agreements (e.g., Citi Bike branding in Miami Beach).

Cost Efficiency

This PPP structure minimizes public expenditure while delivering a high-impact mobility solution. Compared to roadway expansion or major transit projects, bike-share programs:

- Require lower upfront capital
- Offer faster deployment timelines
- Provide flexible scalability to meet demand
- Include privately funded maintenance, reducing long-term public costs

A review of sample bike-share program agreements from Broward County, City of Miami Beach, and City of Miami indicates a consistent Public-Private Partnership (PPP) model:

Jurisdiction	Operator Responsibility	Public Agency Role
Broward County	B-Cycle funds 100% of installation, construction, permitting, technology, and maintenance.	Provides property access and regulatory support.
Miami Beach	Citi Bike covers all design, fabrication, construction, installation, site preparation, and ongoing maintenance of kiosks, racks, and bicycles.	Provides approvals and may waive some fees; no capital contribution.
City of Miami	Citi Bike fully funds installation, construction, system integration, and maintenance of all equipment and concession areas.	Provides site access; no infrastructure funding.

Table 1 - PPP Model



Sample bike-share program agreements Language related to installation, operation and maintenance:

“Concessionaire shall erect, install, operate, and maintain, at its sole cost and expense, and at no cost to the City, all program equipment within the Concession Areas.” (Extracted from City of Miami & City of Miami Beach Agreements)

“Concessionaire shall maintain, at its sole cost and expense, the Concession Areas and any Equipment... [and is] solely responsible for the day-to-day operation, maintenance and repair.” (Extracted from City of Miami Citi Bike Agreement)

“Any costs necessary to restore and/or prepare the Stations and Bicycles for delivery to COUNTY shall be the sole responsibility of B-CYCLE... Except as specifically set forth above as to the JPA Funds, B-CYCLE shall perform all the services set forth in this Agreement at its sole cost and expense and shall not receive compensation from COUNTY.” (Extracted from Broward County Agreement)

6. USER AFFORDABILITY

The three current (*Citi Bike Miami, Aventura BCycle, and Broward BCycle*) bike-share programs operate in South Florida under Public-Private Partnerships (PPP). However, these programs differ in service areas, pricing, membership options, and station networks. Citi Bike Miami offers the largest coverage and most flexible options, while Aventura BCycle and Broward BCycle serve smaller areas with simpler pricing structures.

Please refer to the following page for the vendors comparison table.

Aspect	Citi Bike Miami (DecoBike LLC)	Aventura BCycle	Broward BCycle (AvMed Rides)
Operating Model	Public-private partnership (PPP)	Public-private partnership (PPP)	Public-private partnership (PPP)
Ownership of Assets	Citi Bike owns bikes and stations	BCycle owns bikes and stations	BCycle owns bikes and stations
Cities Served	City of Miami, Miami Beach, Surfside, Bay Harbor Islands	City of Aventura	Fort Lauderdale, Pompano Beach, Lauderdale-by-the-Sea
Fleet Type	Pedal Bikes / E-Bikes	Pedal Bikes	Pedal Bikes / E-Bikes
Hourly Rental Rates	\$6.50 (30 min) \$8.50 (1 hr) \$10.95 (2 hr) \$18 (4 hr) \$24 (1 day) - \$4.95/30-min overage	\$5.00 (30 min) single ride \$5 Each ½ Hour increment thereafter \$50 Max per day	\$7.49 (30 min) single ride \$19.26 (2-hr pass) - \$5/30-min overage
Membership Options	\$20/month (30-min rides) \$25/month (60-min rides) \$35 one-month only pass	\$45 annual \$25 / 7-day pass	\$110.21 annual \$43.87 / 7-day pass (includes 60 min per ride)
Station Network	160+ stations	5 stations	17 stations

Table 2 – Comparison Table

Pricing sources:

<https://www.citibikemiami.com/pricing>

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

<https://broward.bcycle.com/top-nav-pages/get-a-pass-in-the-app>

7. BIKE-SHARE PROGRAM DEVELOPMENT AND POTENTIAL EXPANSION

The program can begin with a limited number of strategically located stations in key locations such as City Hall, the A1A corridor, major parks, schools, hotels, and commercial/retail areas. This phased approach allows the system to grow gradually based on usage patterns, and community feedback. As demand increases, additional stations can be added to serve more neighborhoods and key destinations, ensuring the program remains cost-effective and responsive to the City's evolving transportation needs.

The image below provides a sample map for possible bike docking stations within the City limits.

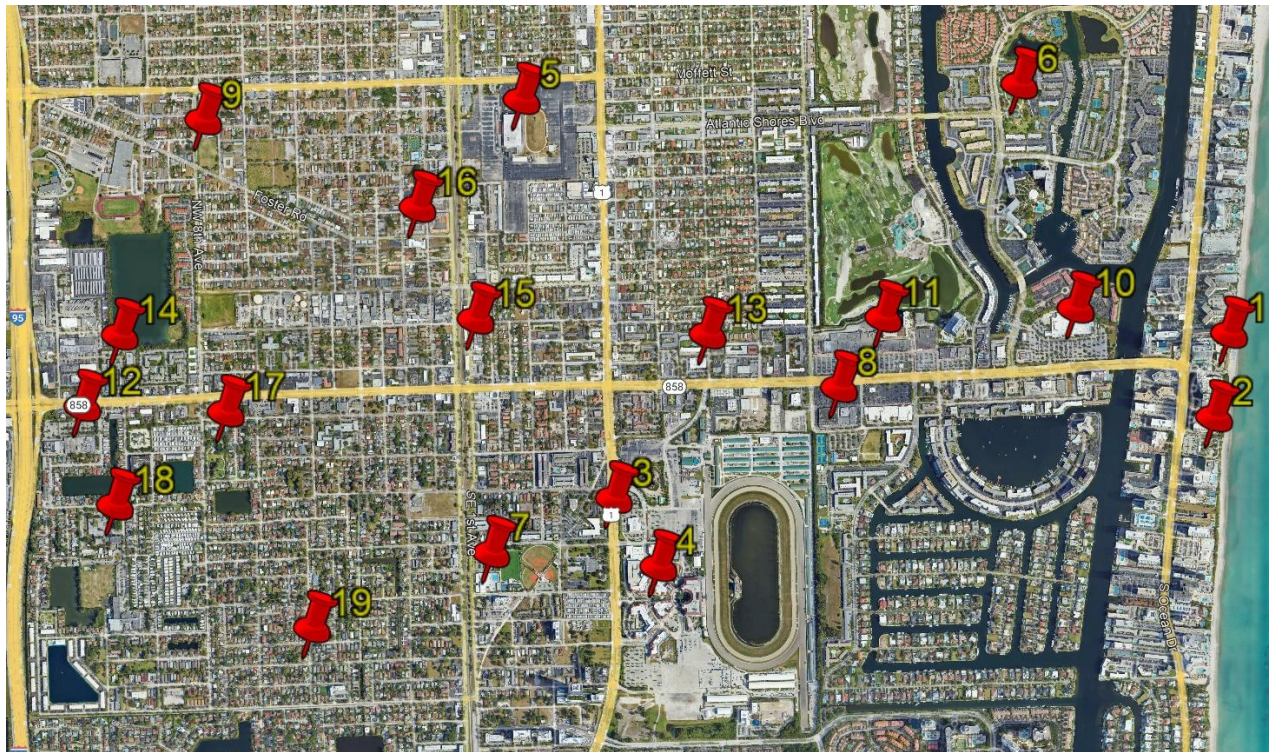


Figure 7 - Potential Locations to Install Bike Stations

Note: please consider that these potential locations are subject to permitting approval and Right-of-Way availability.

Please refer to the tables on the following pages for more location details.



Station #	Name	Address	Reasoning
1	North City Beach Park (Water Tower)	111 S Surf Rd, Hallandale Beach, FL 33009	Iconic landmark and major beach access on A1A; high tourist and resident demand; bike-share supports short seaside trips and reduces beach parking.
2	South City Beach Park	1870 S Ocean Dr, Hallandale Beach, FL 33009	Southern beach gateway with concessions and recreation.
3	City Hall Complex	400 S Federal Hwy Hallandale Beach, FL 33009	Civic services node on US-1 with City Cloud Shuttle (All 4 Routes) and BCT Route 1 nearby; strong demand for visitors and employees; central, visible siting.
4	Gulfstream Park Village	901 S Federal Hwy, Hallandale Beach, FL 33009	Regional entertainment/retail attracts all-day trips; connects shoppers/restaurant patrons to neighborhoods.
5	The Big Easy Casino	831 N Federal Hwy, Hallandale Beach, FL 33009	Major employer/attractor on US-1; staff and visitors can link to bus and nearby housing.
6	Joseph Scavo Park / Three Islands	900 Three Islands Blvd, Hallandale Beach, FL 33009	Dense multifamily cluster with park amenities; ideal for short neighborhood and beach-bound trips.
7	Peter Bluesten Park / YMCA	501 SE 1st Ave, Hallandale Beach, FL 33009	High-activity recreation/fitness campus; reliable daily demand from classes, leagues, and families.
8	Publix Hallandale Place Shopping Center	1400 E Hallandale Beach Blvd, Hallandale Beach, FL 33009	Grocery anchor on east-west corridor; many short errand trips.
9	Austin Hepburn Center / NW Neighborhoods	1000 NW 8th Ave, Hallandale Beach, FL 33009	Human Services hub and nearby OB Johnson Park; improves equitable access for NW neighborhoods; connects to City Cloud Shuttle Route 4.
10	Walmart Supercenter	2551 E Hallandale Beach Blvd, Hallandale Beach, FL 33009	High-volume retail draws steady local and worker trips; bike-share supports quick grocery/pharmacy runs and first/last mile to transit.
11	Winn-Dixie (East Hallandale Beach Blvd)	1515 E Hallandale Beach Blvd, Hallandale Beach, FL 33009	Busy grocery in congested corridor; supports frequent short errands and reduces parking demand.

Station #	Name	Address	Reasoning
12	Winn-Dixie (West Hallandale Beach Blvd)	1055 W Hallandale Beach Blvd, Hallandale Beach, FL 33009	Serves western neighborhoods; expands equitable west side coverage; ideal for short shopping trips and connections to community services.
13	Dollar Tree (East Hallandale Beach Blvd)	917 E Hallandale Beach Blvd, Hallandale Beach, FL 33009	Discount retail attracts frequent shoppers; bikes provide an affordable mobility option for quick in-and-out trips.
14	Dollar Tree (West Hallandale Beach Blvd)	1000 W Hallandale Beach Blvd, Hallandale Beach, FL 33009	Captures errand demand where car trips are short but parking access can be constrained.
15	District 8 CRA Cultural Core	NE 1st Ave and E Hallandale Beach Blvd	Emerging cultural/entertainment hub with events and dining; bike-share enables circulation between venues and nearby parking/transit.
16	Dixie Hwy & Foster Rd	110 Foster Rd & 501 N Dixie Hwy, Hallandale Beach, FL 33009	Gateway to CRA/Foster Rd neighborhood and Hallandale City Center; serves residents and planned retail.
17	Ingalls Park	SW 8 Ave & SW 1st St, Hallandale Beach, FL 33009	Community Park with sports fields; serves nearby residential area and supports local mobility.
18	Hallandale Adult Community Center	1000 SW 3rd St, Hallandale Beach, FL 33009	Community education and resource center; serves adult learners and local residents; supports equitable access and short trips.
19	Sunset Park	814 SW 6th Ave, Hallandale Beach, FL 33009	Neighborhood park with playgrounds and sports facilities; attracts families and youth; ideal for short recreational and community trips.

Table 3 - Potential Bike Stations

8. HISTORY AND CURRENT SITUATION

On August 28, 2025, the Transportation and Mobility (TAM) staff contacted Broward County Transit (BCT) Division to inquire information about its current bike-share agreement with BCycle originally established in 2011; and it was expressed that there is uncertainty of the program future due to funding limitations and insufficient ridership. BCT staff also informed that the City of Hallandale Beach was part of this program before, and there was a BCycle docking station at the Hallandale Beach Water Tower that was removed due to low ridership. There were two other bike stations under the same agreement in the City of Hollywood that were also removed.

Additionally, TAM staff contacted Citi Bike Miami (DecoBike) and BCycle directly to obtain more detailed information about their respective bike-share programs. Citi Bike Miami has provided a general scope of services (see Appendix C), while a response from BCycle is still pending. Staff will share further updates once additional information becomes available.

As part of the evaluation process, TAM staff has also reviewed the City's current bicycle facilities, as shown in the map below and it was found that the City of Hallandale Beach already has a network of bike lanes and bicycle sharrows that could support the implementation of a bike-share program. These existing facilities provide a foundation for accessible bike-share operations, particularly along key corridors and near major destinations.

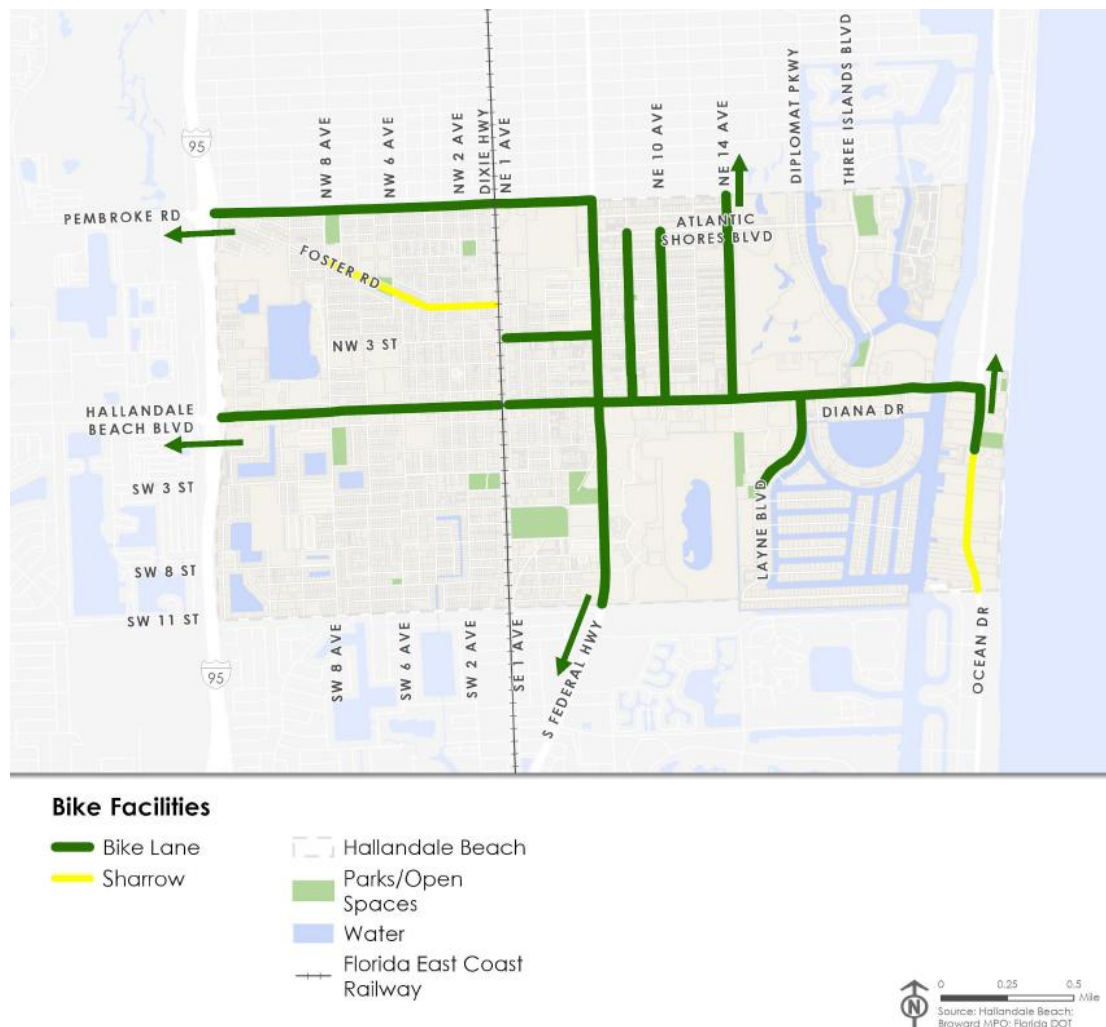


Figure 8 - City of Hallandale Beach Existing Bicycle Network

9. NEXT STEPS

The Transportation and Mobility staff will continue to explore the possibility of a bike-share program for the City Hallandale Beach. The following actions are planned as part of this ongoing effort which will help assess the program's feasibility and prepare for potential future opportunities.

- ✓ Continuing Outreach and Coordination
Maintain communication with other municipalities/counties to gather insights and explore potential partnerships.
- ✓ Identify Funding Opportunities
Research available grants and funding sources that could support a future pilot or program implementation. In addition to public-private partnerships, alternative funding models will also be explored.
- ✓ Review Best Practices and Case Studies
Staff will continue analyzing examples from similar communities to better understand what has worked elsewhere, with a focus on equity, cost-effectiveness, and community impact.
- ✓ Requesting Proposals from Bike-share Operators
TAM staff reached out to Citi Bike Miami and BCycle to request proposals. As previously noted, Citi Bike Miami has already provided a general scope of services (see Appendix C), while a response from BCycle is still pending. Furthermore, staff will contact other vendors to obtain additional proposals. This effort is intended to gather cost estimates, explore sponsorship opportunities, compare service models, and assess operational requirements. It will also help identify opportunities for regional coordination, particularly with the City of Aventura, given its proximity to the City of Hallandale Beach and its existing bike-share facilities.

REFERENCES LIST

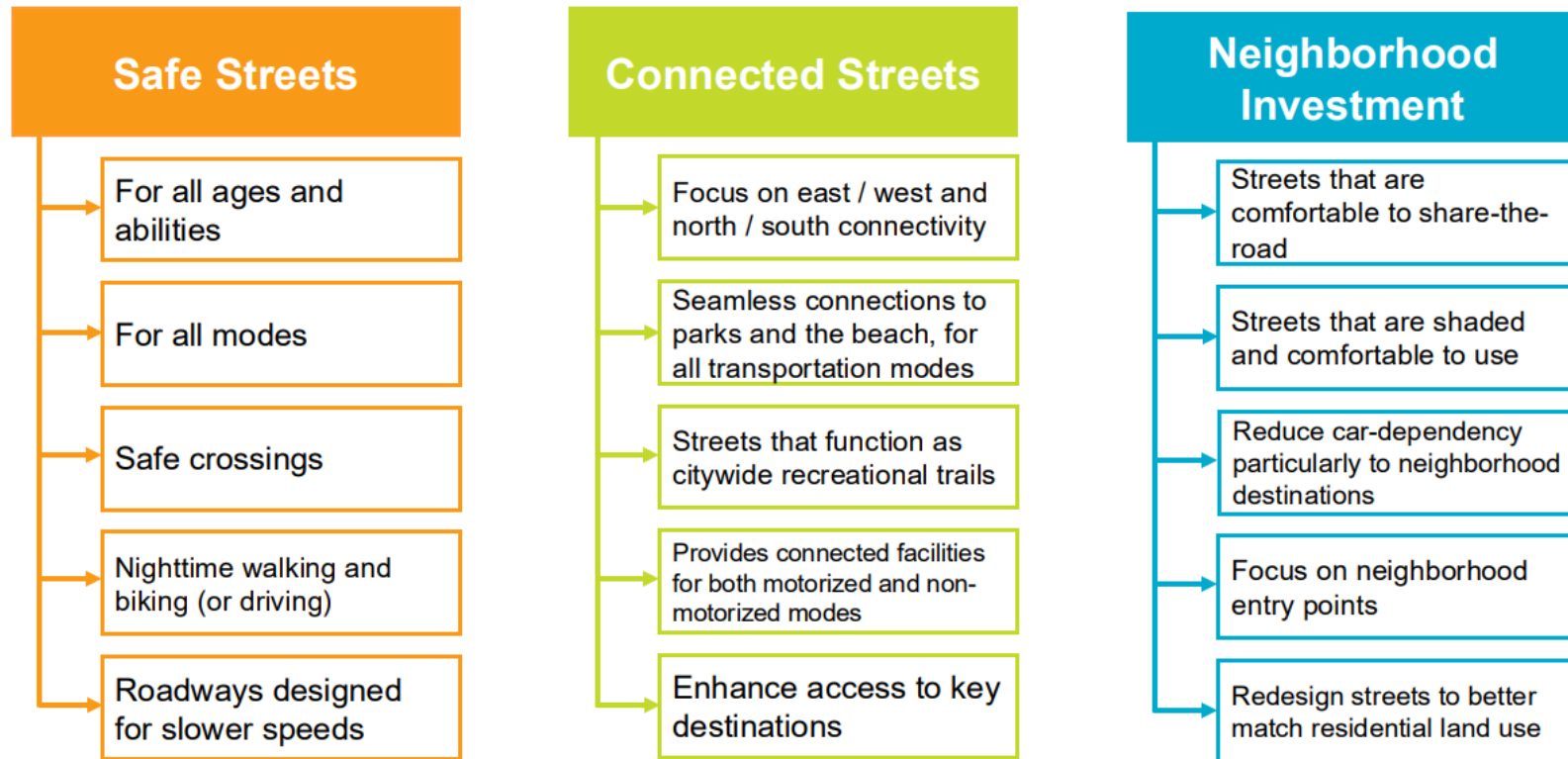
- Aventura BCycle. (n.d.). *Bike share program*. Retrieved from <https://aventura.bcycle.com/>
- Aventura BCycle. (n.d.). *Rates and membership*. Retrieved from <https://aventura.bcycle.com/top-nav-pages/rates-membership/rates2>
- Broward BCycle. (n.d.). *Bike share for you*. Retrieved from <https://broward.bcycle.com/top-nav-pages/bike-share-for-you>
- Broward BCycle. (n.d.). *Get a pass in the app*. Retrieved from <https://broward.bcycle.com/top-nav-pages/get-a-pass-in-the-app>
- Citi Bike Miami. (n.d.). *Official website*. Retrieved from <https://www.citibikemiami.com/>
- Citi Bike Miami. (n.d.). *Pricing*. Retrieved from <https://www.citibikemiami.com/pricing>
- Broward Metropolitan Planning Organization. (n.d.). *City of Hallandale Beach transportation master plan*. Retrieved from <https://www.browardmpo.org/plans/city-of-hallandale-beach>
- Broward Metropolitan Planning Organization. (2025, July). *Draft report: Existing conditions*. Retrieved from https://www.browardmpo.org/images/City_Services/Hallandale_Beach_TMP/Draft_Report__Existing_Conditions__July_2025.pdf
- Broward Metropolitan Planning Organization. (2025, June). *Presentation to City Commission*. Retrieved from https://www.browardmpo.org/images/City_Services/Hallandale_Beach_TMP/Presentation_to_City_Commission__June_2025.pdf
- Broward County & B-Cycle LLC. (n.d.). *Agreement between Broward County and B-Cycle LLC for management and operation of a bike sharing program (RLI #R0752602R2)*. [PDF document].
- City of Miami Beach & Deco Bike, LLC. (2025). *Concession agreement for the implementation, management, and operation of a self-service bicycle rental & sharing program*. [PDF document].
- City of Miami & Deco Bike, LLC. (2013). *Concession agreement for the implementation, management, and operation of a self-service bicycle rental & sharing program*. [PDF document].

APPENDICES

Appendix A

(TMP Presentation to City Commission on June 4, 2025)

Hallandale Beach TMP: Vision “Progress at the Forefront”



Appendix A (Cont.)

(TMP Presentation to City Commission on June 4, 2025)

Hallandale Beach TMP: Vision “Progress at the Forefront”



Building on prior planning efforts, the Vision of the Hallandale Beach Transportation Master Plan is to create a **safe**, **connected**, and inclusive transportation network that supports walking, biking, micromobility (such as e-scooters), public transit, and driving. By prioritizing **safe streets**, **integrated mobility corridors**, and **neighborhood-focused investment**, the plan aims to deliver design-ready projects that enhance quality of life, improve access to key destinations, and reduce reliance on personal vehicles. Anchored in the City’s ongoing commitment to innovation and resilience, the TMP will serve as a roadmap for strategic investments that meet today’s needs while positioning Hallandale Beach for a more **connected**, equitable, and sustainable future.

Appendix B

(TMP Presentation - July 2025)

Special Planning Populations

Hallandale Beach is home to several unique populations, each with distinct transportation needs...

Poverty & Zero Car Household

- The median household income is \$48,518 – 32% lower than the statewide average
- Around 21% of residents live below the poverty line—nearly double Broward County's rate of about 12%. Poverty rates increase to 27% for both Senior Citizens and residents under age 18.
- 9.9% of households have no vehicle, versus 6.8% in Broward County.
- 3% of workers use public transit for their commute, a bit higher than the 2% county average.

Lower household Income impact's ability to afford a car, or reliable car; Often considered transit dependent due to financial limitations; More likely to rely on transit or non-motorized transportation to access work, childcare, or education. Households without cars are considered transit dependent; More likely to rely on transit or non-motorized transportation to access daily destinations.



2010 and 2023 Census
ACS 5-year Estimates
for Hallandale Beach
and Florida: LEHD
2021 Work Area Profile
for Hallandale



Mature & Aging Population

- Hallandale Beach's median age is around 46 years, notably higher than the U.S. average (38/39).
- Approximately 23% of residents are 65 or older, compared to just 17.5% in Broward County.
- Furthermore, 11.5% of Hallandale Beach residents are 75 or older—higher than the 7.5% countywide—indicating a predominantly older population.
- By contrast, only about 16% of residents are under 18.

Senior citizens are more likely to travel with mobility aids (walkers, wheelchairs, motorized scooters); May have reduced vision, hearing, or reaction time; May walk slower than other pedestrians and require longer crossing times; Often considered transit dependent either due to financial constraints (fixed-income) or mobility challenges



MICROMOBILITY
MANAGEMENT

BIKESHARE SYSTEM PURCHASE OUTLINE

Date: September 3, 2025
To: City of Hallandale Beach
Attention: Paola Leon Alburjas
Sent via email

GENERAL SCOPE:

Commercial-Grade Bikeshare System consisting of Kiosks, Docks, and Standard Mechanical Bicycles and/or Electric-Assist Bicycles for the City of Hallandale Beach.

As many market and tariff conditions continue to change on a regular basis, we would like to provide the following as basic guidance on acquiring a commercial-grade bikeshare equipment system and bike fleet.

1. Custom Hallandale Beach Mobile Bikeshare App Development

- Create a fully functional standalone bikeshare mobile app for the City of Hallandale Beach bikeshare program to be skinned with the City's branding/theme.
- This same app can be used for any number of bikeshare stations in the City's program (no modifications or additional costs are required to add new/more bikeshare station locations in the app).
- Development time is estimated at 3-4 months.

2. Back-Office Software System Setup

- Back-office software customization for Hallandale Beach implementation for launch.
- This same app can be used for any number of bikeshare stations in the City's program (no modifications are required to add new bikeshare station locations).
- Development time is estimated at 3-4 months.

3. Commercial-Grade Bikeshare Stations (Kiosks + Docking Points)

- Provide commercial-grade bikeshare kiosks designed specifically for the marine climate of South Florida.
- Provide commercial-grade bikeshare docking points (modular and expandable).
- 2-year warranty provided on kiosks and dock equipment.
- A proven bikeshare technology platform that has been used by millions of riders in other municipalities.

- Kiosk and dock structures are industrial hard-anodized aluminum finishes designed specifically to withstand the harsh Florida marine climate and are highly resistant to corrosion (the same proven bikeshare stations as used in the Citi Bike Miami and Miami Beach programs for more than a decade).
- Ability to brand kiosk and/or docks with custom decals, advertising or sponsorship graphics.
- Shipment/delivery time is estimated at 3 months.

4. Commercial-Grade Electric-Assist Bike Fleet

- Provide commercial-grade standard and electric-assist custom bicycles proven in a variety of markets.
- GPS-enabled tracking.
- Bikes are unisex, one-size-fits-all.
- Bikes to receive custom Hallandale Beach or sponsor-branded decals.
- Multiple spaces for branding on program bicycles include the front basket, bike frame (left and right side), rear fenders (right and left), front fenders (right and left).
- 1-year warranty provided on bike frames and structural components.
- Shipment/delivery time is estimated at 4-5 months.

5. Bikeshare Station System Installation

- Local equipment delivery to site and installation.
- Includes anchoring for windstorms/hurricanes.
- Installation time is estimated at two stations per day.

6. Miscellaneous:

- City to fund/purchase all bikes and bikeshare station equipment and retain all sales revenue, less any sales tax and credit/debit card processing fees.
- Detailed sale and purchase terms to be negotiated.
- Any permit fees or supplemental engineering report costs to be covered or provided by Hallandale Beach as system owner; City to provide appropriate installation locations (concrete pad/sidewalk/or similar) ready to install bikeshare stations upon.
- Detailed operations services/management contract to be negotiated.
- City to be responsible for any operations or system management costs paid to the system/program operator.
- City to provide basic 120v electrical service for kiosk power where available.

(continued on next page)

7. SAMPLE IMAGES - EQUIPMENT & MOBILE APP:

Standard Mechanical Bike



Electric-Assist Bike





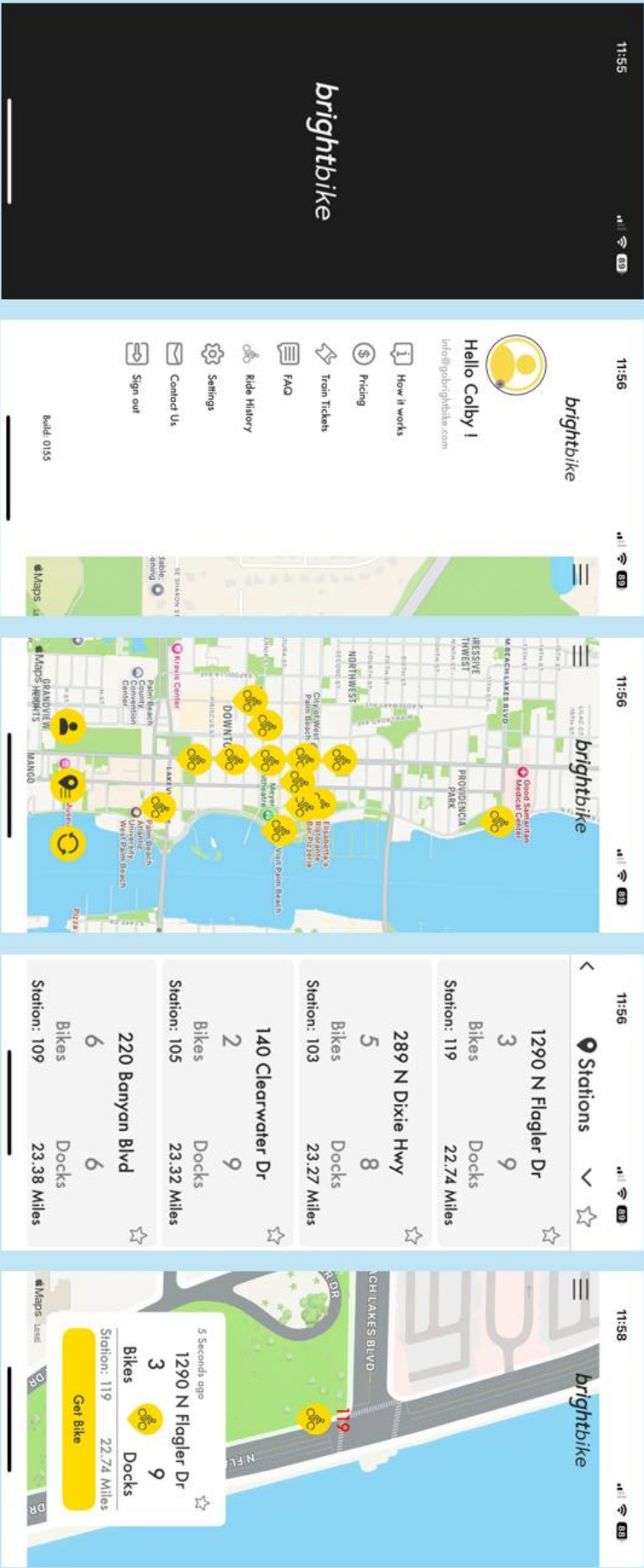
Electric-Assist Bike

Docking Station Sample Images

(Note various branding decals options including kiosk panels and top of bike docks)



Mobile App Sample Images



Intro Screen

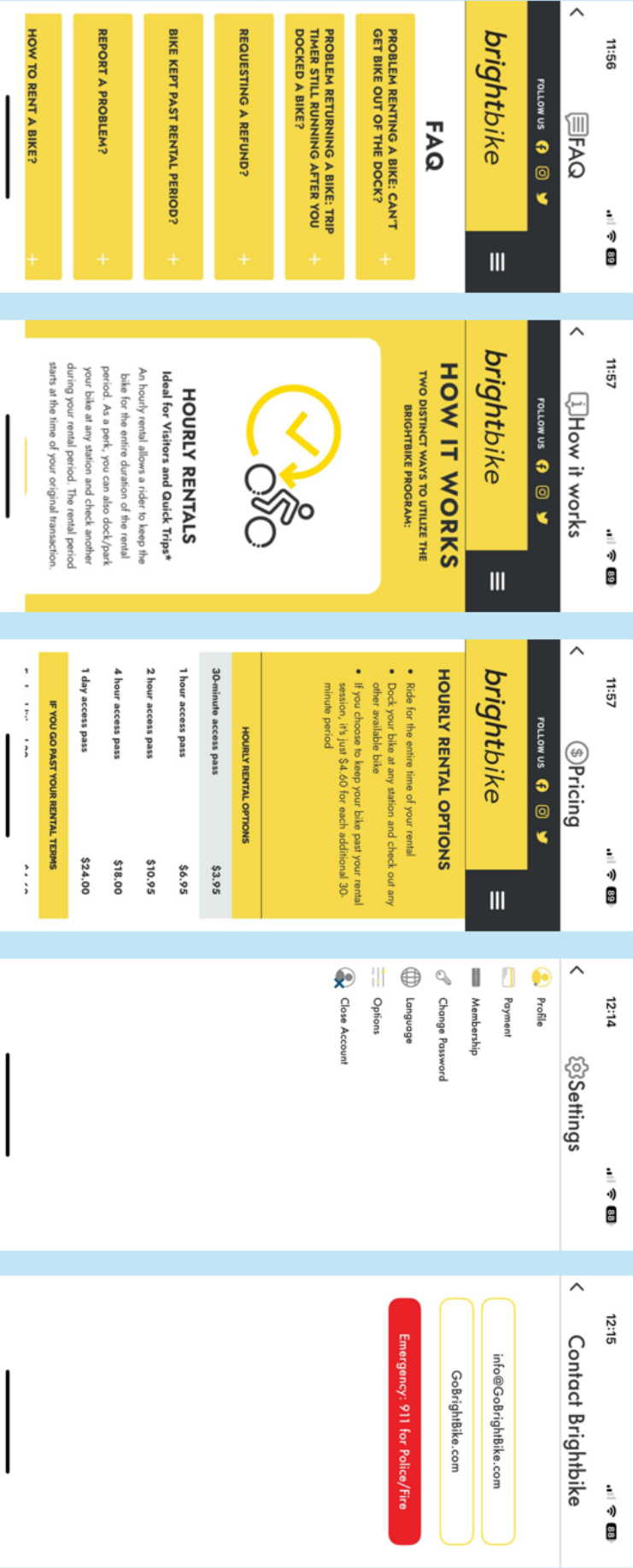
Account Page

Live Kiosk Location
Map

Nearest Live Station
List

Select Specific Bike
at Station to Rent

Mobile App Sample Images (continued)



8. Maintenance & Operational Considerations/Expenses following System Launch

- City is responsible for the cost of replacement bike/station parts as needed as well as system decals.
- Terms and conditions for system/operations agreement to be negotiated between City and operator.
- Operator to provide turnkey operations and management of bikeshare program for municipality.
- Operator to provide system operations software platform.
- Operator to maintain ongoing wireless data connectivity (cellular SIM) for all kiosks and GPS-enabled bikes.
- Operator to provide ongoing maintenance for all program bikes, docks and kiosks.
- Operator to provide a maintenance technician to respond to any bike or station issues within 24 hours upon receiving notice from customers or Hallandale Beach of any issues.
- Operator to repair any docking station issues immediately when on-site when possible. While we generally stock most parts, if we are out of stock on a specific replacement component there may be a delay while parts are in transit from suppliers.
- Operator to provide and maintain general liability insurance covering maintenance/operation of the bikes and stations.
- Operator to provide and maintain Workers Compensation insurance for all staff members.
- Operator to provide and maintain service vehicles and commercial auto insurance.
- Operator to name Hallandale Beach as an additional insured.
- Operator to provide a 24/7 contact for all issues related to the program.
- Helmets are not provided via the bikeshare system.

TEAM BACKGROUND:

Micromobility Management LLC was founded by Colby Reese and Bonifacio Diaz, both experienced bikeshare system operators and pioneers who have been in the industry since 2009. Micromobility Management is the official bikeshare system owner and operator of the City of West Palm Beach's BrightBike bike sharing program in conjunction with Brightline Trains.

Reese and Diaz are also Co-Founders and the operators of DecoBike LLC, the official bikeshare operator for the cities of Miami, Miami Beach, Surfside and Bay Harbor Islands (FL). Citi Bank is also a long-term sponsor-partner of DecoBike LLC. The DecoBike/Citi Bike Miami-area programs have logged more than 20 million rides and have an excellent track record for safety and operational compliance. Through their various roles in the industry over the past 15+ years, Reese and Diaz have launched bikeshares in Florida, New York, New Jersey, Ohio, California, Pennsylvania, and other locations.