The use of bike-sharing systems in urban centers is increasing over the years and studies about these systems are very important in order to improve their availability. The operating principle involves four basic steps: customers arrive at stations, pick a bicycle, use it for a while and return it to a station. The main problem of these systems are the spatial imbalance of the bike inventory over time, i.e., the appearance of empty and full stations. In the former, the customer can not pick up a bike and in the latter, the worst case, the user can not return the bike to the chosen station and has to search for an available station nearby. This work investigates the impact in the system, when users return the bike in the less loaded station between two stations near their destination. The analytic results are achieved by using an homogeneous bike-sharing model. They concern the behavior as the system is large, the so-called mean-field limit, and its steady-state regime. The following cases are compared: the users choose with an alternative random station; the users choose the less loaded station between the closest two stations, regarding their destination; the users choose the less loaded stations between two stations belonging to groups of two stations. Analytic results are obtained in the latter case, including an original result about the blocking probability for the finite capacity join-the-shortest-queue problem.