



Mobility Aid Policy

Established & Approved by Board: August 27, 2026

Introduction:

On August 27, 2026, BCAG, as operators of Butte Regional Transit, also known as B-Line, established a formal consolidated policy regarding the transportation and stowing of mobility aids and other devices on the B-Line Fixed Route system. After significant research and consultation with B-Line's current operations contractor, Transdev, the following background and policy was developed, established and approved by the Butte County Association of Governments (BCAG) Board of Directors in their role as the director of B-Line policies.

1. Background

In the of fall 2025, staff were approached by a Butte Regional Transit (BRT) B-Line Fixed Route (FR) passenger requesting that a baby remain in a stroller while riding. At the Butte County Association of Governments (BCAG) Board meeting on January 22, 2026, the passenger demonstrated the steps required under the current policy (folding and stowing the stroller and holding the child on an adult's lap or placing the child in an adjacent seat). The Board directed staff to review the policy, the accommodation request, and any potential liabilities associated with granting it.

Between the time of the passenger stroller policy question and June of 2026, staff has received several inquiries from passengers regarding transport policies on fixed route service for bicycles and other rolling devices that fall into the general category of mobility devices. Following are the identification of federal law criteria in support of a policy establishing the accommodation of mobility aids and other devices on the Butte Regional Transit System.

A. Federal Transit Administration (FTA), the American with Disabilities Act (ADA) and associated Circulars policy

- Stroller accommodation is explicitly a local policy choice, not a federal mandate.
- Riders using wheelchairs or other ADA-covered mobility aids used by a person with a mobility disability have priority to the securement area. Strollers, bicycles, push carts, wagons, and similar convenience devices are not ADA mobility aids, do not have equal priority. and if blocking or displacing a wheelchair user from a securement position creates clear ADA non-compliance and funding risk.
- Mobility devices allowed to use ADA securement areas is conditional, with mandatory removal when an ADA rider needs that space.
- Liability risk arises not from allowing mobility devices, but from (a) inconsistent enforcement, (b) misusing securement equipment not designed for such devices, or (c) denying ADA riders access to services.

B. FTA Explicit language

- Strollers, bicycles and push carts are not designed or intended to assist persons with mobility disabilities
- Transit agencies are not required to accommodate them
- Policies requiring such devices to be folded and stowed are fully permissible
- Agencies must transport riders using wheelchairs and ADA approved mobility aids in designated securement areas
- Agencies may refuse to let wheelchairs ride elsewhere if securement areas exist
- Securement areas exist for ADA riders first and foremost

C. Liability Analysis

Scenario	Risk Level
Denying wheelchair and mobility aid access due to other non-ADA defined mobility aids/devices (ADA Violation)	High
Using wheelchair tie-downs on non-mobility aids/devices not designed for them	Moderate-High
Inconsistent enforcement by operators	Moderate
Clear policy + Training + ADA priority enforced	Low

2. Mobility Aid Policy

The following is the established Mobility Aid Policy for B-Line Fixed Route services.

Mobility Aid Policy (Fixed Route)

This policy governs when a child may remain in a stroller on B-Line fixed-route vehicles, as well as the allowable conditions when a passenger brings a non-ADA mobility aid/device onto a fixed route bus. Accommodating non-ADA mobility aids/devices is a local policy choice. This policy is intended to support safe operations while preserving the civil-rights priority of wheelchair securement areas for riders using wheelchairs and other mobility aids.

Definitions

- **Securement area:** (49 CFR Section 34.165(b))The designated wheelchair/mobility-aid securement location(s) on the bus.
- **Mobility aid:** (49 CFR Part 37) Wheelchair: a mobility aid in the class of three-or-more-wheeled devices, usable indoors, designed or modified for and used by individuals with mobility impairments, whether manual or powered. Devices meeting this definition:
 - Manual wheelchairs

- Powered wheelchairs
- Qualifying three-or-more-wheeled scooters used by a person with a mobility impairment
- Other qualifying mobility devices used by a person with a disability, where the device functions as the person's mobility aid
- **Non-Mobility Aids/Devices:**
 - Stroller
 - Shopping cart/push-cart
 - Luggage cart
 - Wagon
 - Bicycles (electric and non-electric)

General Rule

Only collapsible (folding) devices are permitted on board. Unless the conditions in this policy are met, strollers and non-ADA mobility aids/devices must be folded and stowed so they do not block aisles, doors, steps, or emergency exits. Children must be held on an adult's lap or seated, consistent with available seating and safety instructions from the operator.

Wheelchair/Mobility-Aid Priority (Non-Negotiable)

- Riders using wheelchairs and other mobility devices have absolute priority to the securement area(s) at all times.
- Strollers and other devices may never block, delay, or displace a rider who needs the securement area for an ADA mobility aid.
- If a rider using a wheelchair/mobility aid boards or requests to board and needs the securement area, non-ADA mobility aids/devices be immediately removed from the securement area, folded, and stowed, and the child transferred to a seat or lap.

Conditional Use of Seurement Area by Mobility Devices (When Available)

When a securement area is not needed by a rider using a wheelchair or other mobility aid, a stroller or similar device may remain open **only** under the following conditions:

- The device must fit entirely within the securement area footprint and must not impede passenger movement or emergency evacuation.
- The device must be positioned as directed by the operator to minimize movement and keep pathways clear.
- Wheel brakes must be engaged/locked.

- In the situation of an occupied stroller, the adult accompanying the child must maintain physical control of the stroller at all times (at least one hand on the stroller while the bus is moving).
- No part of the device may block aisles, doors, steps, wheelchair ramp/lift access, or emergency exits.
- Availability is not guaranteed and may change at any stop; the device must be folded and stowed upon operator instruction or when needed for a mobility aid.

Wheelchair Tie-Downs and Securement Equipment

Wheelchair securement systems (tie-downs, straps, clamps, and occupant restraint belts) are designed and intended for use with wheelchairs and mobility aids. **B-Line operators will not attach wheelchair tie-downs or occupant restraint systems to strollers, bicycles, or push carts**, and none of these devices are considered “secured” by virtue of being placed in the securement area. Passengers who choose to keep a child in a stroller in the securement area do so at their own risk, subject to the requirements in this policy.

Bicycles (electric and non-electric)

Bicycle racks have a 50-pound limit per bicycle location/tray. Bicycles or e-bikes exceeding that limit shall not be carried on bike racks. Bicycles and e-bikes exceeding that weight limit may be permitted on board the bus according to the preceding policies defining mobility aids, non-approved mobility devices, other items and use of securement areas.

Operator Authority and Safety Enforcement

- Operators are authorized and required to enforce wheelchair/mobility aid priority for securement areas.
- Operators may require a device to be folded and stowed at any time when necessary to maintain safe operations, maintain clear egress, comply with this policy, or accommodate a rider with a disability.
- Failure to comply with operator instructions regarding device placement, folding/stowage, or vacating the securement area may result in denial of transport for the device (or removal from the securement area) to address a safety hazard or to comply with ADA-related priorities.
- Operators do not provide attendant-type services and cannot lift, carry, or maneuver passenger mobility aids ADA approved or not. Customers are responsible for boarding and stowing their items.

Implementation Protocol

1. Post clear signage at securement areas stating that wheelchairs/mobility devices have priority and that other items (including strollers) must move when needed.
2. Train operators on consistent enforcement of the priority and mandatory-vacate requirement.
3. Include stroller placement rules and the “no tie-down use for strollers” rule in rider materials.

Posted Notice of Policy

The following text is to be posted in clear signage as indicated in the Implementation Protocol.

Posted Notice ADA Approved Mobility Aids Have Securement Area Priority

*Strollers, bicycles, electric bicycles, push carts, shopping carts, wagons are not mobility aids under the ADA. Use of the securement area by these items is permitted **only when not needed** by a rider using a wheelchair or other mobility aid and at the discretion of the driver.*

If you choose to keep a child in an open stroller on board:

- ***Priority/mandatory vacate:*** Wheelchair and ADA approved mobility aid users have absolute priority. If necessary non-ADA approved devices must be removed from the securement area, folded and stowed with children transferred from a stroller to a seat or lap when the space is needed or when directed by the operator.
- ***No tie-down use for strollers:*** Wheelchair tie-downs/occupant restraint systems are not designed for strollers and will not be applied to strollers. A stroller is not “secured” simply because it is in the securement area.
- ***Your responsibility:*** Set/lock stroller brakes and maintain physical control of the stroller at all times. Keep aisles, doors, steps, ramp/lift access, and emergency exits clear.
- ***Assumption of risk/limitations:*** By choosing this option, you assume responsibility for the stroller or other mobility device and its contents and accept the risks associated with normal bus movement (starts, stops, turns). BCAG/BRT is not responsible for loss, damage, or injury arising from stroller movement or use of the securement area, except to the extent caused by BCAG/BRT’s gross negligence or willful misconduct, and to the fullest extent permitted by law.