



THE HONORABLE XVII CITY COUNCIL OF LA PAZ, STATE OF BAJA CALIFORNIA SUR, ISSUES:

**SAFE MOBILITY TRAFFIC REGULATIONS FOR THE MUNICIPALITY OF LA PAZ,
BAJA CALIFORNIA SUR.**

1st FIRST: GENERAL PROVISIONS

Chapter I: Subject and area of implementation

ARTICLE 1.- The present regulation is a law enforcement, social interest and general observance procedure, and has the purpose of regulating people's and vehicles' circulation in the public road, looking to optimize their transit; also to guarantee the mobility and recreational activities in the public road, in road safety conditions, accessibility, sustainable efficiency, quality, inclusion and equality.

ARTICLE 2.- For the effects of the present regulation and its duly performance, the following terms which are used in diverse articles are defined below:

I. Breathalyzer. – It is an artifact or device that is used to measure the alcohol strength in a liquid or gas, measuring the quantity of alcohol in the exhaled air by a person.

II. Verbal Warning. – Consists of the act in which the municipality police warns pedestrians and vehicle travelers about the breach committed to the provisions of this regulation and it has the purpose to guide them to behave in compliance of what it is established in said procedures and to prevent violations that are considered administrative penalties.

III. Domestic animals: these are animals that depend directly on a human being in order to survive, that cohabit with them in regular manner without a lucrative activity, such as service animals and/or pets.

IV. Waiting area for non-motorized.- It is the marked paved zone in a street intersection that has traffic lights, that allows people riding these vehicles to await for the green light in an advanced position, in a way that they are visible to the people driving the remaining vehicles.

V. Road stream.- it is the strip zone intended for the traffic of vehicles, delimited by road shoulders or sidewalks.





VI. Road safety assessment.- is a systematic assessment of a road/street, it consists on a road project and all of its stages, its goal is to evaluate the way in which the project Works and identify the potential road safety risks, so all road users (pedestrians, cyclists, Motor bikers, bus, car and truck drivers, among others) issuing solutions to minimize or eliminate said risks.

VII. Sidewalk .- area between buildings and road stream, destined for the traffic and short stay of pedestrians, also for the infrastructure accommodation, services, street furniture and greenery, with or without overpass in relation with the road stream.

VIII. Street/Road.- It is a common use path that comprises the urban design destined to pedestrians and vehicles transit, to the service delivery and the placement of Street furniture.

IX. Highway.- It is the public road, paved with the width and sufficient space for vehicle transit, with or without controlled access, that is able deliver a service of communication on a national, state or municipal level.

X. Lane.- it is the path for vehicle circulation on the road stream and generally delimited by tracings on pavement, with a sufficient width for vehicles transit on a row.

XI. Helmet.- it is an object made of resistant material, legally mandatory accessory to drive a motorcycle, it has a generally semi aspheric shape that adjusts to the head to protect it from possible injuries and hits.

XII. Crosswalk.- It is the area on the road stream designated to the transit of pedestrians, which can be on a sidewalk level or running surface.

XIII. Devices for traffic control.- It is the set of signals, marks, diverse devises and different elements that are placed on streets and highways with the purpose to prevent, regulate and guide the Flow of pedestrians and vehicles.

XIV. Dirección General.- *Public Safety General Management, Preventive Police and Municipal Transit:* Dirección General de Seguridad Pública, Policía Preventiva y Tránsito Municipal.

XV. Dirección General de Gestión.- *General Management of the Integral Operations of the City:* Dirección General de Gestión Integral de la Ciudad.





XVI. Dirección de Movilidad y Espacio Público.- (*Mobility and Public Space Management*) It is the adjoined area to the *General Management of the Integral Operations of the City*.

XVII. Dirección de Movilidad y Transporte. - (*Mobility and Transportation Management*) It is the adjoined area to the *Public Safety General Management, Preventive Police and Municipal Transit*

XVIII. Tech Devices. - It is the electromechanical, electric, analog, digital or optic equipment, including radars, cinemometers or other innovative technological instruments that allows the detection or identification of traffic violations and offences in the vehicles traffic. Which will be used to verify the compliance of the present regulations, and for the enforcement of fines for violations.

XIX. Secure system approach.- it is the wide comprehension of road safety which seeks to prevent, decrease and eliminate severe injuries and casualties in all the road and street users, considering the likelihood of occurrence of human mistake and considering the physical limits of the human body against a collision force. The Safety System Approach redistributes the accountability on the different people related with mobility, and not only on the users. In this approach, roads free of risks, security systems in vehicles and safe speed, take special relevance.

XX. Human mistake/error: Involuntary, incorrect or inappropriate execution of an action by a person/user in the public road with an unwanted result, such as a collision.

XXI. Human scale: Parameter that considers people as reference so that the public space and its mobility, operate considering all of the users' characteristics and needs.

XXII. Public parking. - It is the public service that keeps vehicles in buildings or establishments open for public.

XXIII. Noticeable state of intoxication (under the influence).- it is understood as "when through the senses the apparent external manifestations, one can reasonably assess that the behavior or the physical state of a person exhibits alterations on physical coordination, the answer of reflexes, in balance or speech, due to the influence of alcohol. "

XXIV. Spaces for Special Services.- Are all of those spaces on the public road, duly authorized by the General Management, exclusively to perform maneuvers for loading and unloading of passengers or reserved areas for people with disability, ushering service, non-motorized vehicles and motorcycles, public transportation spots, areas for loading and unloading, security transport, mail, courier service and





package delivery, garbage collection, emergency vehicles, and all of those pointed by the General Management.

XXV. Road structure. - It is the set of public roads and community property, destined for the free flow transit of pedestrians and vehicles, distinguished for its service to the intercommunication between different activity zones. It can have a different purpose according to the environment, whether is local, urban or regional.

XXVI. Certified electronic signature.- It is a signature that has been certified and verified by the certification authority according to the terms pointed by the Law of Electronic Mediums and Electronic Signature Use for the State and Municipalities of Baja California Sur, coherent in the integrated electronic data package, or associated unequivocally to a data message, that allows to assure the integrity and authenticity of it and the identity of the signer.

XXVII. Photo ticket. - it is a fine imposed to the driver of a motorized vehicle by means of a photograph of the vehicle and visible plate number, at the moment in which an offence is being committed.

XXVIII. Greenery and Street furniture zone.- it is the destined space to the arrangement of Street furniture (including: Streetlamps, vertical signaling, traffic control devices, among others), as well as the preservation of greenery, trees, and green infrastructure, that allows the embellishment of the public road and other uses, and it is an accessory space of the sidewalk, which must be respected and shouldn't interfere with people's transit.

XXIX. Habitability. - It is a public space quality that provides a comfortable and acceptable experience by the user of that space, and allows the performance of recreational, cultural, co-habitational, and leisure activities, that it's different than transit.

XXX. Offence. - It is the behavior that infringes the provisions established in this regulation, and has as a consequence an administrative fine.

XXXI. Mobility Hierarchy.- It is the priority across the planning, design and implementation for public policy and investments related to mobility, determined by the social and environmental benefits that result in efficiency in transport of people and goods, the level of physical vulnerability of the users, the emissions they generate, in order to guaranty the acknowledgement and respect to users of the public road, in the following order: pedestrians especially those with limited mobility and disability, including all of those people who make use of the street without a vehicle; cyclists and users of non-motorized vehicles, passengers of public transportation, individual transportation services, and private vehicle users.





XXXII. Motorcycle.- It is a motorized vehicle that uses a handlebar for its driving, it can sit one or more people, with two or more wheels, it is equipped with an electric motor of two or four cycle internal combustion engine, with a cylinder capacity from forty-nine cubic centimeters shift or powered by any other driving force, that complies with the statutory provisions in terms of vehicular identifications on the Mexican Official Norm.

XXXIII. Mobility. - It is the capacity, facility and efficiency in transit and travel of people, domestic animals and goods throughout the territory, prioritizing urban accessibility, and its sustainability.

XXXIV. Care mobility.- Are all of those travels made in order to take care of everyday tasks, that are product of taking care of others, including taking minors to school, to extracurricular activities or to practice sports, doing the shopping, errands, whether it is in public services or private ones, visiting or escorting sick relatives, elders or people from a vulnerable group, or an animal companion.

XXXV. Un-motorized mobility. - Are those journeys made by foot or on a non-motorized vehicle.

XXXVI. Sustainable Mobility.- Mobility in which the people who use the transportation system cover the social and environmental cost completely, including what could be covered by future generations. It is a model that encourages efficient traveling throughout the public road system by means of the implementation of supply and demand programs and projects, and the infrastructure and actions that reduce the dependency on the use of private motorized vehicles and appeals people to work, use a bicycle and public transportation, share a car, work from home, among others.

XXXVII. Fine. - It is the administrative financial penalty established by the regulation for whom perpetrates an offence.

XXXVIII. Mexican Official Norm.- It is the mandatory technical observance regulation, issued by the competent authority, which has a a purpose: establish rules, specifications, attributes, guidelines, characteristics or product prescription applications, and those relative to terminology, symbolism, packaging, marking or labeling and those that refer to its compliance and application.

XXXIX. Pedestrian. - It is the person that transits on the public road by foot or that uses technical assistance due to a disability or limited mobility, includes people under 12 years old onboard a non-motorized vehicle.

XL. Bicycle rider. - It is the person who operates a human pedal traction vehicle, it is also considered a cyclist whomever operates a bicycle assisted by an electric motor,





as long as this develops a speed as far as 25 kilometers per hour, minors under 12 years old will be considered as pedestrians.

XLII. Driver. - Are any people who operates any kind of motorized vehicle.

XLII. Professional Driver.- Is any people who by an administrative authorization is fitted to drive, whose primary occupational activity is the operation of motorized vehicles destined for transportation of people and goods. The drivers that carry a public, cargo, taxi, tourism, emergency, federal transportation and or residues or hazardous waste transportation license will be considered professional drivers. Professional drivers must acquire specific training to perform their task properly and safely.

XLIII. Person with disabilities: Those individuals having any physical, mental, intellectual, or sensory disabilities in the short or long term that, when interacting with various barriers, may prevent their full and effective participation in society, on an equal basis with others.

XLIV. Person with limited mobility: A person who, temporarily or permanently, due to illness, age, accident or any other condition, has a slow, difficult or unbalanced movement. Includes children, pregnant women, elderly adults, adults traveling with small children, people with disabilities, and people with luggage or packages.

XLV. People in vulnerable situations. - Those who are exposed to greater danger while on the road because they don't have a protective structure, and therefore are more likely to suffer serious injuries or even lose their lives when involved in traffic accidents.

XLVI. Motorcyclist. - A person who drives a motorcycle.

XLVII. User. - A person who makes use of the road structure.

XLVIII. Passenger. - Any human being transported by any means of transportation.

XLIX. Municipal Police: The public servant assigned to the Mobility and Transportation Management adjoined to Public Safety General Management, Preventive Police and Municipal Transit of La Paz, B.C.S.

L. Preferential right of way: The advantage granted to one of the road users to make a movement at the point where traffic flows converge.

LI. Priority of use: It is the advantage granted to one of the road users for the use of a traffic space; the other vehicles will have to yield and circulate behind the user with priority or, if necessary, change lanes.





LII. Vehicle Verification Program - The program that regulates the levels of pollutant emissions from the exhaust of motor vehicles in circulation, with license plates of the State of Baja California Sur, which must be verified in accordance with the established guidelines and schedules.

LIII. Retention: It should be considered as the determination of the authority to comply with the attributions, faculties or competencies granted to it by law.

LIV. Road Safety: The set of public policies and systems aimed at the prevention of traffic accidents.

LV. Signage: The integrated set of markings and signs that indicate the geometry of streets and highways, as well as their bifurcations, crossings and grade crossings; warn of the existence of any potential danger and its nature; regulate traffic by indicating the physical limitations or regulatory prohibitions that restrict the use of streets and highways; denote the structural elements that are installed within the right-of-way; and serve as a guide for users along their itineraries. They are classified as follows:

a) Horizontal signs: Set of markings that are painted or placed on the pavement, garrisons and structures, with the purpose of delineating the geometric characteristics of streets and highways, and to denote all those structural elements that are installed within the right-of-way, to regulate and channel the traffic of pedestrians and vehicles, as well as to provide information to users. These markings are stripes, symbols, legends or devices; and

b) Vertical signage: It is the set of signs on boards fixed on posts, frames and other structures, integrated with legends and symbols. According to their purpose, the signs are:

1) Preventive: When they are intended to warn the user about the existence of some potential danger on the streets or highways and its nature;

2) Restrictive: When they are intended to regulate traffic by indicating to the user the existence of physical limitations or regulatory prohibitions restricting the use of streets or highways;

3) Informative: When they have the purpose of guiding the user along his itinerary through streets and highways and informing him about names and location of towns on such roads, places of interest, distances in kilometers and certain recommendations to be observed;

4) Tourist and services: When they have the purpose of informing the users of the existence of a service or of a place of tourist or recreational interest; and

5) Additional: When they have the purpose of indicating to the user the existence of objects within the right-of-way and bifurcations in the street or highway, delineating its geometric characteristics, as well as warning about the existence of sharp curves, among other functions.





6) Physical: The banners, reflectors, cones, and other devices used to Indicate the presence of works or obstacles on the public road; protect and/or indicate protruding cargo on vehicles; and The banners, reflectors or other devices to be used by drivers in case of the need to park in places where the visibility of the vehicle is hindered.

LVI. Road Accident: Any occurrence, fact, accident or event on public roads derived from vehicular traffic and of persons, in which at least one vehicle is involved and which may cause death, injury, disability or property damage, which can be prevented and its adverse effects mitigated. As well as all that is established by the law of the matter and the present regulation.

LVII. Transit - Movement of persons, domestic animals accompanied by their owner or person in charge, and vehicles on public roads with a defined origin, destination and reason.

LVIII. Transit of domestic animals on the public road: it is considered when the owner or person in charge of a pet, transits with it on the public road, with the necessary safety measures, having priority of way.

LIX. Roadway - Street, avenue or boulevard, with the corresponding distribution for all users of the street: sidewalk, curb, curb, planter, parking lot and vehicular lane.

LX. Vehicle: The mode of transportation designed for land transit, propelled by direct human power or assisted by an internal combustion engine, electric motor or any other driving force, which is used for the transportation of persons or goods. Vehicles may be:

a) Motorized vehicle. - It is the vehicle for land transportation of passengers or cargo, which for its traction depend on an internal combustion engine, electric or any other technology capable of reaching speeds greater than twenty-five (25) kilometers per hour.

b) Non-motorized vehicle: Human-powered vehicles such as bicycles, unicycles, tricycles, quadricycles and skateboards, and those assisted by low-power motors not capable of reaching speeds greater than twenty-five (25) kilometers per hour.

LXI. Trip. It is the journey of a person associated with a pre-established origin and destination for a determined purpose in any mode of transportation.

LXII. UMA. It is the unit of measurement and updating (in pesos).

LXIII. Cycle lane: Space intended for the exclusive or priority transit of non-motorized vehicles, which may be part of the roadway surface or have an independent route; it includes:





- a) **Shared bicycle lane:** Lane located on the extreme right of the vehicular circulation area, with an adequate width to allow cyclists and motor vehicle drivers to share the space safely; these lanes must have devices to regulate speed;
- b) **Cycle track:** A lane marked with pavement markings exclusively for bicycle traffic;
- c) **Cycle lane:** Confined lane exclusively for the circulation of bicycles and/or human-powered vehicles;
- d) **Shared bicycle lane:** Roadway intended for the priority circulation of bicycles, which has devices to guide and regulate the traffic of all vehicles circulating in it, with the purpose of sharing the road space safely and in strict compliance with the priority of use of the space indicated in this Regulation; and
- e) **Public transportation lane shared with non-motorized vehicles:** Lane intended for the shared, safe and exclusive circulation of public transportation and non-motorized vehicles; such lanes shall have devices to regulate speed, and preferably be confined.

LXIV. Pedestrian Zone - Area established for the transit of pedestrians and persons with disabilities.

LXV. Civic Judge - The administrative authority in charge of hearing, qualifying and ruling on the imposition of penalties arising from conduct constituting administrative offenses.

LXVI. Civic Court - The administrative unit under the City Hall of the Municipality of La Paz, Baja California Sur, in which Civic Justice is imparted and administered.

LXVII. Law of Land Transit in the State and Municipalities of Baja California Sur - It is the legal instrument of public order and social interest that establishes the general bases for the regularization of transit, vehicle and pedestrian traffic in the State of Baja California Sur.

LXVIII. Law of Transportation for the State of Baja California Sur - It is the legal instrument of public order and social interest that establishes the bases to promote, foster, regulate and supervise public and private land transportation services, establishing general provisions for transportation on public roads of state jurisdiction, as well as establishing the bases and requirements to which the concessioned services of public land transportation of passengers, cargo and specialized services shall be subject.

ARTICLE 3.- In order to guarantee the application of this Regulation and ensure improvements in vehicular traffic conditions and mobility of people and pets, mobility and road safety management systems shall be established, considering the following guiding principles:





- I. Any traffic accident that generates serious injuries or death to users, domestic animals of mobility systems is preventable;
- II. Mobility systems and road infrastructure should be designed to tolerate human error without causing serious injury or death;
- III. Maintaining vehicular speeds below a certain safety threshold is essential to reduce fatalities and the severity of injuries;
- IV. Safeguarding the physical integrity of persons is a shared responsibility of the persons responsible for the design and operation of the road network and services, of the persons responsible for road control and surveillance, of the persons responsible for the design, marketing and control of vehicles, and of the users;
- V. The rights of the victims must be recognized and guaranteed, especially the right to assistance, protection, attention, truth, justice, comprehensive reparation, due diligence and all other rights recognized in the Constitution, laws and international treaties;
- VI. Decisions should be made based on the platforms and their evidence, for which follow-up, information, documentation and control systems should be established regarding the security of mobility systems;
- VII. It is necessary to coordinate and induce actions between the public, private and social sectors with a multisectoral approach, through efficient and transparent participation mechanisms;
- VIII. Every road design and transportation service must be modified or adapted, without imposing a disproportionate or undue burden, in order to guarantee the safety and accessibility of the most vulnerable persons, persons with disabilities or with limited mobility.

ARTICLE 4.- Public roads located within the limits of the towns and cities included in their territories are under municipal jurisdiction, as well as those that have been handed over to the municipality by the Federation or the State, by means of an agreement and formalized in terms of the Law of Federal Roads, Bridges and Auto Transportation, with the exception of those under federal or state jurisdiction.

Chapter II: Authorities, Competence and Coordination

ARTICLE 5.- For the purposes of these Regulations, the following are municipal authorities in matters of traffic and auxiliary authorities in matters of mobility and public space:

- I. The City Council;
- II. The Municipal President;
- III. The Director General of Public Safety, Preventive Police and Municipal Transit;
- IV. The Director of Mobility and Transportation;
- V. The Civic Judges;
- VI. The Delegates and Sub-delegates of the Municipal Government; and





VII. The Municipal Police.

Auxiliary Municipal Authorities in matters of Mobility and Public Space:

- I. The Director General of Integral Management of the City.
- II. The Director of Mobility and Public Space

ARTICLE 6.- It is incumbent upon the City Council:

- I. To provide what is necessary for the due observance and application of these Regulations;
- II. To enter into agreements in accordance with the provisions of these Regulations;
- III. The promotion of programs and/or actions that encourage respect for the present Traffic Regulations and a culture of awareness focused on persons with disabilities, as well as their guide animals and vulnerable persons, and respect for access to all types of government offices, premises, commercial, transportation and pedestrian areas, avoiding obstacles and all types of barriers, in accordance with the respective official Mexican standards;
- IV. Establish awareness, education and training programs on road safety;
- V. Establish programs and/or actions for territorial planning, mobility and public space that favor safe and sustainable travel;
- VI. Establish programs and/or actions on road infrastructure, speed management, vehicle control, and risk factors for road safety; and
- VII. Any others conferred by the Law of Land Transit in the State and Municipalities of B.C.S., and the present Regulation.

ARTICLE 7.- It is incumbent upon the Municipal President:

- I. To dictate the necessary measures for the observance and compliance with the legal provisions related to mobility and road safety;
- II. To oversee the faithful performance of the functions entrusted to the municipal police officers;
- III. Propose to the City Council the agreements in matters of traffic, mobility and road safety, which are intended to be entered into with the State Executive or with other City Councils;
- IV. Execute the agreements of the City Council related to traffic, mobility and road safety, within the sphere of its competence;
- V. To sign, when necessary, with the prior authorization of the City Council, agreements with private parties for the purpose of performing vehicle inspections;
- VI. To oversee the implementation of road safety awareness, education and training programs that include contents focused on the diversity of road users, emphasizing differentiated responsibility, as well as establishing the necessary instruction centers for such purpose;





- VII. Receive the appeals of revocation promoted by citizens in the event of any disagreement and the town council will issue the corresponding resolution;
- VIII. Promote the realization of technical studies of traffic engineering and road safety audits required to satisfy the needs in the matter of traffic, mobility and road safety; and
- IX. To enter into agreements and covenants, prior authorization of the City Council, with state and municipal authorities, for the performance of actions in the matters covered by these Regulations;
- X. Any others conferred by the Land Transit Law of the State and Municipalities of B.C.S., and the present regulation.

ARTICLE 8.- The Director General of Public Safety, Preventive Police and Municipal Transit is responsible for the following:

- I. To establish the measures tending to avoid traffic violations and accidents on public roads;
- II. To assist, when requested by the competent authorities, in the prevention of the commission of crimes; to assist the Public Prosecutor's Office and the judicial and administrative authorities when requested to do so;
- III. Instruct his team to develop awareness and training actions in matters of sustainable mobility, gender perspective and road safety, if necessary, impose disciplinary corrections to the members of the Municipal Police under his charge;
- IV. Submit to the City Council, a semi-annual report of the activities carried out by the Municipal Police under his charge, as well as an inventory of the human and material resources with which the service is provided;
- V. Promote and observe periodic verifications of the physical and electromechanical conditions of the vehicles;
- VI. To order and regulate the traffic of vehicles and pedestrians, dictating the necessary measures to make the circulation fluid, orderly and safe;
- VII. Propose to the City Council the installation and operation of technological devices by himself or by a third party, as well as the maintenance thereof;
- VIII. To carry out the procedures conferred by the Law of Land Transit in the State and Municipalities of B.C.S., and the present regulation for the suspension and/or cancellation of driver's licenses as the case may warrant;
- IX. Coordinate with the various areas of the General Management the campaigns aimed at creating a culture of respect for people who use bicycles and ride on the bicycle lanes;
- X. Coordinate, plan and execute programs aimed at promoting the use of bicycles as a means of transportation and citizen recreation and to maximize safety measures for cyclists, including regulatory provisions and the necessary signage on the roadways.
- XI. To ensure that roadways are adapted for the safety of cyclists, pedestrians and people with any vulnerability;





- XII. To propose to the City Council norms and guidelines of technical character to optimize the transit of people and merchandise;
- XIII. To manage the procedures that according to their specific characteristics require special regulations not foreseen in the Regulations; and
- XIV. Any others conferred by the Land Transit Law of the State and Municipalities of B.C.S. and these Regulations.

ARTICLE 9.- It corresponds to the Director of Mobility and Transportation:

- I. To grant the corresponding permits for the temporary and/or partial closure of streets;
- II. To guarantee road safety to neighborhood or civil groups during activities of placement of urban furniture or tactical urban planning days that have as their objective to improve the conditions of habitability and accessibility of streets and neighborhoods;
- III. Facilitate traffic control devices, as well as persons that integrate the municipal police during the execution of emergent and/or permanent urban interventions;
- IV. To guarantee that awareness, education and training courses on mobility and road safety are given, as well as to apply the corresponding exams;
- V. To order and guarantee the retention of motorized vehicles in the impound lot, which are sanctioned for violation of the present regulation, as authorized by law and the present ordinance;
- VI. Coordinate with the commanders of the directorate for the performance of the functions of the municipal police;
- VII. To dictate measures conducive to the administration, surveillance and control of traffic on the public roads of the municipal jurisdiction, as well as to execute, supervise and control the traffic activities of vehicles on public roads;
- VIII. To establish restrictions for the transit of vehicles on public roads;
- IX. To carry out specific actions related to the provision and operation of public road services, signaling and traffic control devices in the Municipality, in order to improve the road network;
- X. To carry out specific actions related to the provision and operation of public road services, signaling and traffic control devices in the Municipality, in order to improve the road network;
- X. To grant or deny approval, as the case may be, so that the activities of individuals on public roads may be carried out in an orderly manner, such as street closures, operation of mechanical games, loading and unloading maneuvers within the Municipal territory;
- XI. To carry out campaigns aimed at creating a culture of respect for people who use bicycles and ride on bicycle paths;
- XII. Plan and execute programs aimed at promoting the use of bicycles as a means of transportation and citizen recreation, and to maximize safety measures for cyclists, including regulatory provisions and the necessary signage on the roadways;
- XIII. To take care that the roads are adapted for the safety of cyclists;

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PERITO TRANSPORTISTA

AUTORIZADO POR EL IL. TRIBUNAL SUPERIOR DE JUSTICIA Y DEL CONSEJO DE LA FISCATURA DE BAJA CALIFORNIA SUR
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DEL 06/08/2020



- XIV. To propose to the City Council norms and guidelines of technical character to optimize the vehicular traffic, of people, domestic animals accompanied by their owner, possessor or person in charge; and
- XV. Any others conferred by these regulations.

ARTICLE 10.- It corresponds to the Civic Judges:

- I. To hear, and determine the origin or inappropriateness of infractions to these Regulations;
- II. The qualification of the sanctions, to the infractions referred to in the previous fraction;
- III. Impose penalties for infractions of these regulations, in accordance with the procedure for the application of penalties, regulated in the Bando de Policía, Buen Gobierno y Justicia Cívica, as well as in accordance with the tabulator annexed to these regulations;
- IV. To grant discounts on fines imposed as penalties in accordance with these Regulations and the provisions of the Bando de Policía, Buen Gobierno y Justicia Cívica of the Municipality of La Paz;
- V. To determine the Temporary Suspension or Cancellation of the rights derived from the licenses or special permits to drive motor vehicles, in accordance with the provisions of this regulation, and the Bando de Policía, Buen Gobierno y Justicia Cívica, of the Municipality of La Paz,
- VI. Conduct hearings to determine the sanctions, suspension or cancellation of the rights derived from licenses or permits, referred to in sections III and V, of this article, in accordance with the provisions of the Bando de Policía, Buen Gobierno y Justicia Cívica, of the Municipality of La Paz; and
- VII. Others conferred by these Regulations, the Bando de Policía, Buen Gobierno y Justicia Cívica, of the Municipality of La Paz, and other applicable provisions in the matter.

ARTICLE 11.- It is incumbent upon the Delegates and Subdelegates in their respective jurisdictions:

- I. To oversee compliance with these Regulations;
- II. To provide to the persons who request it the reports inherent to the transit of land vehicles on public roads;
- III. Submit on a weekly basis to the General Management of Public Safety and Preventive Police and Municipal Transit, and to the Management of Mobility and Transportation, a detailed report of the infractions applied, and of any need that may arise in matters of traffic;
- IV. To establish the coordination and agreements prior authorization of the City Council, which are necessary for the due compliance with the provisions contained in these Regulations; and





V. Any others conferred by the Land Traffic Law of the State and Municipalities of Baja California Sur and these Regulations.

ARTICLE 12.- It corresponds to the Municipal Police:

I. To oversee compliance with these Regulations, intervening in the prevention and knowledge of infractions of the same;

II. To record infractions of these Regulations by issuing the corresponding tickets;

III. Coordinate traffic on public roads;

IV. In the event of a traffic accident, to call the emergency services in a timely manner, as well as to provide timely assistance to persons and their relatives involved in traffic accidents, always respecting their human rights and the proper handling of personal data as provided by the corresponding Law;

V. To remove vehicles from public roads that violate the present regulation and to retain them according to the procedure, in the impound lots, so that they may be sanctioned for violation of the present regulation that is so empowered by law and the present ordinance;

VI. To provide to the persons who request it, all kinds of facilities and reports inherent to traffic on public roads;

VII. To observe strict discipline, good treatment and honesty in the performance of their duties; and

VIII. Any other duties conferred by the Land Traffic Law of the State and Municipalities of B.C.S. and these Regulations.

ARTICLE 13.- It is incumbent upon the General Director of Integral Management of the City:

I. Establish territorial planning, mobility and public space measures that favor safe and sustainable travel;

II. To assist, when requested by the competent authorities, in the implementation of programs and/or actions to raise awareness and training in sustainable mobility, gender perspective and road safety, road infrastructure, speed management, vehicle control and risk factors for road safety;

III. Manage the procedures that, according to their specific characteristics, require special regulations not provided for in the Regulations;

IV. Instruct his team to develop awareness and training actions in matters of sustainable mobility, gender perspective and road safety;

V. To propose to the City Council norms and guidelines of a technical nature to optimize the transit of persons and goods; and

VI. Any other duties conferred by the Regulations of the Municipal Public Administration of the Municipality of La Paz, Baja California Sur and the present Regulations.

ARTICLE 14.- The Director of Mobility and Public Space:





- I. Implement mobility and public space measures that favor safe and sustainable travel;
- II. Contribute to the implementation of programs and/or actions to raise awareness and training in sustainable mobility, gender perspective and road safety, road infrastructure, speed management, vehicle control and risk factors for road safety;
- III. Generate and implement actions aimed at improving the mobility conditions of people in the streets and public spaces in accordance with the guidelines and policies established by the authorities considering the mobility of care, accessibility with universal design, habitability and green infrastructure;
- IV. Review and adapt in coordination with other agencies the urban infrastructure projects for the incorporation of sustainable mobility criteria, gender perspective, green infrastructure and road safety, road infrastructure, speed management, vehicle control and risk factors for road safety;
- V. Ruling on the installation, modification or relocation of elements on sidewalks;
- VI. To carry out the studies, design and ruling of new parking demand management models;
- VII. Execute, in coordination with the competent agencies, the tasks related to mobility engineering and signaling of the road network;
- VIII. Determine and authorize the installation of exclusive spaces destined for the location of parking, ascent and descent of persons with disabilities or reduced mobility, in preferential places and of easy access to the buildings and public, private or governmental spaces, whose use is destined or implies the concurrence of the public in general;
- IX. Carry out and review the necessary studies on the mobility of all road users, in order to optimize the use of the road structure and the various modes of transportation, guaranteeing the protection of human life and the environment with safety, comfort and fluidity;
- X. To propose to the City Council norms and guidelines of technical character to optimize the transit of people and merchandise; and
- XI. Any other duties conferred by the Regulations of the Municipal Public Administration of the Municipality of La Paz, Baja California Sur and the present Regulations.

ARTICLE 15.- It is forbidden to the Municipal Authorities in matters of traffic and mobility:

- I. Act with arrogance, malice, revenge and under orders from authorities or superior commands in the configuration of an infraction not committed or in the performance of their employment, position or commission;
- II. Requesting from the alleged offending drivers gifts or in cash in exchange for not lifting an infraction or modifying it; and
- III. Modify the information reports that have been drawn up under sketches at the scene of the facts.





2nd Title: About the Users of Public Roads and Highways

Chapter I: Hierarchy of Mobility and Classification of Urban Roadways

ARTICLE 16.- Priority in the use of public and road space shall be given according to the following hierarchy:

- I. Pedestrians, with an equitable and differentiated approach based on gender, persons with disabilities and limited mobility;
- II. Users of non-motorized vehicles;
- III. Users of public passenger transportation;
- IV. Persons providing public passenger transportation services;
- V. Persons providing cargo transportation services; and
- VI. Users of private motor vehicles.

ARTICLE 17.- For the purposes of these Regulations, public roads are classified as follows:

- I. PRIMARY: Physical space whose function is to facilitate the flow of continuous or traffic-light controlled vehicular traffic between different areas of an urban zone, with the possibility of reservation for exclusive lanes.
- II. SECONDARY (Collector roads): Physical space whose function is to collect flows from tertiary roads to take them to the primary road network, they can have separating strip and parking on public roads.
- III. TERTIARY (local): Physical space with a strictly local character, its primary function is habitability, providing access to properties within the communities or for exclusive pedestrian and/or non-motorized vehicle traffic. The volumes, speeds and road capacity are the smallest in the road network and generally the intersections are not signalized.

Chapter II: Circulation of pedestrians, persons with disabilities, persons with limited mobility, the elderly and infants.

ARTICLE 18.- In order to guarantee safe mobility and reduce deaths and serious injuries caused by traffic accidents, it will be considered that there is a shared but differentiated responsibility among road users. This responsibility is established in a differentiated manner, assigning it, to a greater extent, to those who generate greater risk and the externalities they produce to the public space and other road users, and, to a lesser extent, according to their vulnerability. Thus, those who assume greater responsibilities will be professional drivers, then drivers of motorized vehicles, and those who assume less, vulnerable users and non-motorized vehicles.





ARTICLE 19.- Vulnerable users shall have priority when moving in a pedestrian manner or with non-motorized vehicles in the following cases:

- I. Right of way;
- II. Right of way at all intersections;
- III. Right of accessibility;
- IV. Right of way on the sidewalks of public roads and through the streets or pedestrian areas;
- V. Right of way when crossing public roads;
- VI. Right of orientation, which translates into the obligation of the Municipal Police Officers to provide the information requested by users on road signs, location of streets, regulations governing traffic among others;
- VII. Right of assistance or aid, which translates into the obligation of the Municipal Police Officers to help pedestrians to cross the streets, enjoying priority in the crossing. The Municipal Police Officers shall accompany children, elderly people, people with disabilities and/or limited mobility until they complete the crossing; and
- VIII. Parking rights in the case of vehicles such as bicycles and tricycles.

ARTICLE 20- Pedestrians must take into consideration the following precautions when walking on public roads:

- I. They shall avoid walking along the surface of the roadway when there are sidewalks that allow their free circulation in conditions of accessibility;
- II. When traveling on the public roadway, they shall cross through the area marked for such purpose and/or through the corners; in case there are no corners, they shall cross through the area that ensures greater visibility and safety;
- III. At intersections not controlled by traffic lights or Municipal Police, pedestrians have preference to cross and the rest of the users must yield to them;
- IV. In the case of intersections controlled by traffic lights or Municipal Police, pedestrians must cross during the corresponding traffic light phase;
- V. They shall avoid untimely encroachment on the roadway surface;
- VI. They shall Help people with disabilities, people with limited mobility, senior citizens and children to cross the street; VII;
- VII. They shall avoid crossing between parked or momentarily stopped motor vehicles; and
- VIII. In the case of single lane streets, single platform streets, pedestrians may cross at any point.

ARTICLE 21- Pedestrians are prohibited from the following:

- I. To hang on vehicles stopped momentarily or in motion;
- II. To climb on moving vehicles;
- III. To pass through military, police, people fences or barriers of any kind that are protecting parades, demonstrations, accidents, as well as funeral processions and work areas; and
- IV. Any others indicated or specified in these Regulations.





In the event that the Municipal Police detect pedestrians who do not comply with the provisions of this Regulation, they must verbally inform them of their rights and obligations established in the preceding articles; prevent and care for their integrity in the face of the risks that exist on the public road in order to attend to their mobility needs; and likewise issue the report to the corresponding area so that the necessary measures may be taken.

Chapter III: Circulation of non-motorized vehicles

ARTICLE 22.- Non-motorized vehicle users have the right of way over motorized vehicles, considering the following:

I. At intersections controlled by traffic lights, when:

- a) The green light grants them the right-of-way;
- b) Having given them the right-of-way according to the traffic light cycle and they are not able to cross the roadway, as long as the crossing has already begun; and
- c) They are still on the road ahead and the motor vehicles are about to make a turn to enter a transversal road.

ARTICLE 23.- Bicycles circulating on public roads must have a front headlight with white light and reflective light on the back, which allows its correct visualization by pedestrians and drivers of motor vehicles, as well as preferably in areas of high vehicular flow a protective helmet.

ARTICLE 24.- Users of non-motorized vehicles should preferably use the existing cycling infrastructure. If there is none, they have the right to use and dispose of an entire lane of the road, preferably the far right lane. Cyclists may ride in the center lanes to perform maneuvers to change direction to the left, riding in the direction of the road.

ARTICLE 25.- On primary roads, when the traffic light is red, cyclists must stop. At secondary crossings, cyclists may ride with caution when the traffic light is red, having made sure that it is possible to cross without risk and without endangering pedestrians or other users.

ARTICLE 26.- In order to guarantee the safety of pedestrians, drivers of non-motorized vehicles are obliged to grant:

I. Preference of way at intersections controlled by traffic lights, when:

- a) Having been given the right of way in accordance with the traffic light cycle.
- b) Having been given the right-of-way in accordance with the traffic light cycle and do not cross the roadway, provided that the crossing has already begun;
- c) Preferential right of way in areas where pedestrian infrastructure and non-motorized vehicles co-exist.





ARTICLE 27.- Drivers of non-motorized vehicles are prohibited from the following:

- I. To hold on to other vehicles traveling on the public road;
- II. To carry loads that constitute a danger to the driver, as well as to other persons;
- III. To circulate on sidewalks and pedestrian areas;
- IV. To park the non-motorized vehicle where it obstructs the free passage of pedestrians;
- V. To flee or withdraw from the place where the municipal police are giving directions, or from a traffic incident where he/she has been involved, as well as modifying or altering the scene of the incident;
- VI. To attempt to bribe, offend or violate the municipal police officer who is giving him/her instructions;
- VII. To circulate with pets, unless they are being transported in properly secured baskets;
- VIII. To circulate between motor vehicles that are in motion;
- IX. To circulate with the bicycle supported only on one wheel;
- X. To circulate zigzagging between vehicles or pedestrians;
- XI. To drive under the influence of alcohol, drugs, narcotics, psychoactive substances, and any other substance that produces similar effects.

In the event that the Municipal Police detect non-motorized vehicle users who do not comply with the provisions of this Regulation, they shall verbally inform them of their rights and obligations established in the preceding articles; prevent and take care of their integrity in the face of the risks that exist on public roads in order to attend to their mobility needs; and likewise issue a report to the corresponding area so that the necessary measures may be taken.

ARTICLE 28.- The General Management must generate a voluntary and free register for the registration of non-motorized vehicles to facilitate information in case of theft or if the user is involved in a road accident.

For the registration of bicycles and/or human-powered vehicles, it is necessary that the bicycles have a serial number, and the following data must be provided:

- A) Name and surname of the owner (persons over 18 years of age) in the case of bicycles belonging to minors under 18 years of age, the registration shall be made in the name of their parents or legal guardians;
- B) Address and contact telephone number;
- C) Identity document number (INE, CURP, etc.).
- D) Serial number of the bicycles and/or human-powered vehicles; and
- E) Make, model and color of the bicycles and/or human-powered vehicles.





Chapter IV: Traffic of Motor Vehicles.

ARTICLE 29.- On the public roads of the municipality, drivers of vehicles shall be subject to the following provisions:

I. Obey the signaling that regulates the public roads, either by means of traffic control devices or by indications of the Municipal Police and in school zones by special devices. The Municipal Police, when directing traffic, shall take precedence over any other signage;

II. Respect pedestrian areas and infrastructure, cycling infrastructure and access for persons with disabilities and/or limited mobility;

III. Grant the following right-of-way preferences:

a) On primary roads;

b) On secondary roads that do not have stop signs over those that do have them; c) To circulating vehicles, which do not have stop signs;

c) To vehicles in circulation, with respect to vehicles backing up, those entering a public road (those exiting parking lots, shopping malls, garages and gas stations);

d) In two-way roads, the one who continues straight ahead over the one who turns left, not being an avenue or roadway, in which the left turn is prohibited, except in cases where there are express signs or infrastructure that allows it;

e) Turns or turns to the right or left shall be made when the green light of the traffic signal indicates it;

f) At intersections in the form of T, the one that crosses over the one that crosses over the one that crosses; and

g) Any vehicle that intends to make a right or left turn on one-way primary roads shall first turn in the direction of the extreme direction in which it intends to turn and shall make the corresponding signal in accordance with the provisions of these regulations.

ARTICLE 30.- At intersections where two or more avenues, streets or highways converge, the right-of-way priority is determined as follows:

I. At corners or places where there is a graphic stop sign, drivers shall bring their vehicles to a complete stop before the marked or imaginary crosswalk zone;

II. Before starting their vehicle, drivers shall yield the right-of-way to pedestrians, domestic animals accompanied by their owner or person in charge who are crossing or have started to cross the traffic lane, then, without invading the traffic lane or lanes of the cross street, shall make sure that no vehicle is approaching which could cause a traffic accident, and until then shall start driving, avoiding stopping within the intersection;

III. When all converging streets or highways at a crossroads have a stop sign, the right-of-way shall be as follows:





a) Every vehicle shall stop when arriving at the intersection, the right-of-way shall be the first to arrive;

b) If only one vehicle stops and the other does not, the right of way belongs to the one who has stopped.

IV. At the corner or place where there is a graphic yield sign, drivers may enter the intersection with their vehicles if there is no vehicle approaching on the cross street that constitutes an accident hazard; otherwise, they must yield the right-of-way.

V. When there is no sign regulating the right-of-way, the driver is obliged to yield the right-of-way to vehicles approaching from the right, except under certain circumstances:

a) Vehicles traveling on a paved road shall have the right of way over those coming from an unpaved road;

b) Vehicles traveling on rails shall have the right of way over other road users; and

c) At traffic circles, those within the circular road shall have the right of way over those who intend to access them.

ARTICLE 31.- In the maneuvers of incorporation to the traffic and in the event of lane reduction, the right of way corresponds to those who are already circulating in the lane they wish to enter, unless the traffic is so slow that the "four-way stop" must be practiced.

ARTICLE 32.- In the case of narrow lanes where one of the two vehicles has to back up and there is no signaling, the order of right-of-way priority shall be determined according to the difficulty of maneuvering the vehicles. That is to say, vehicles of smaller dimensions shall allow passage to those of larger dimensions or whose backing maneuver is more difficult to perform.

On slopes where two vehicles meet and one must yield to the other, the one going downhill shall yield to the one going uphill.

ARTICLE 34.- In no case shall the right of way be used at crossroads or intersections when drivers of vehicles are traveling in the opposite direction to the traffic, traveling in reverse or invading the opposite lane on public roads with double traffic.

ARTICLE 35. - Drivers of motorized vehicles starting from a parking space shall yield to vehicles in motion or those stopped in a traffic lane, before starting to drive, they shall indicate their intention with the respective directional signal and yield to any vehicle that has started any overtaking or turning maneuver on them or that has started to cross the cross street; when entering a parking lot of any kind (business, house, public building), they shall avoid making the maneuver to enter the parking space by obstructing the traffic.





ARTICLE 36.- The circulation in double circulation streets shall be made as follows:

I. When there is only one lane for each opposing traffic, traffic shall circulate on the right side, and the opposing lane may be used as long as it is free for:

- a) Passing in permitted places;
- b) Turning left or U-turns in permitted places; and
- c) When the side is partially or totally obstructed.

In any of the preceding paragraphs, you must yield the right-of-way to vehicles traveling in the direction of the traffic being invaded.

II. When there is more than one lane for each opposing traffic, the circulation shall be made on a lane or lanes on the right, leaving the following lanes for passing or turning to the left.

III. In avenues with a neutral center lane, this lane shall be used for left turns and shall not hinder the normal lanes of traffic.

ARTICLE 37.- The various vehicle lights have specific uses that help anticipate maneuvers and increase speed. Each type of lights should be used as follows:

I) Low Beams. - Every motor vehicle shall have its low beams on in the following cases:

- a) Between sunset and sunrise and on any road.
- b) If it is daytime and there is fog, rain, snow or clouds of dust and smoke, when driving through tunnels, or any adverse visibility condition and that, due to its use, allows improving the ability of the driving users to see and be seen.

II) High Beams - Every motor vehicle must have its high beams on in the following cases:

- a) Between sunset and sunrise, out of town, on insufficiently illuminated roads, meaning those in which, with normal sight, at some point of its roadway, the license plate cannot be read at 10 meters or a dark painted vehicle cannot be distinguished at a distance of 50 meters.

This lighting must be replaced by short-range or dipped beam lighting as soon as the possibility of causing dazzle to another person using the same road or any other road, and especially to drivers of vehicles traveling in the opposite direction, is detected. The same precaution shall be taken with respect to vehicles traveling in the same direction at less than 150 meters and whose drivers may be dazzled through the rear-view mirror.

III) Directional lights - Drivers shall use their directional lights in advance to warn others of their intentions to maneuver in the following cases:

- a) When merging into traffic after the vehicle is parked.
- b) When changing direction
- c) When changing lanes
- d) When entering and leaving a roadway





- e) When initiating a pass and returning to the lane of origin.
- f) When leaving a traffic circle

IV) Warning lights - Drivers shall turn on the warning lights in the following cases:

- a) When momentary or unexpected stops occur.
- b) When noticing any mechanical failure
- c) When driving abnormally slowly.
- d) When driving in adverse weather and lack of visibility and in the absence of fog lights.
- e) When braking abruptly
- f) In case of irregular events where it is necessary to warn other users.

V) Fog lights - Drivers shall make use of front or rear fog lights when they are available and only when there are weather or environmental conditions that significantly reduce visibility, such as fog, heavy rain, snowfall, smoke or dust clouds.

ARTICLE 38.- On streets with two or more lanes of traffic, traffic shall be in the lane or lanes on the right, leaving the left lane exclusively for passing or turning left.

ARTICLE 39.- In overtaking maneuvers, it is hereby provided that:

I. The driver who is going to overtake shall comply with the following:

- a) On a dual carriageway with only one two-way lane, the maneuver shall be made on the left side;
- b) Before starting the maneuver, make sure that no following vehicle has started the same passing maneuver;
- c) Make sure that the opposite lane of traffic is free of vehicles and obstacles, in a following length that allows to perform the passing maneuver without danger and without impeding the normal progress of the vehicle traveling in the opposite direction; and
- d) Announce the passing maneuver with directional lights; at night, the passing maneuver shall also be announced with a change of lights;

II. Drivers of passing vehicles shall comply with the following:

- a) Remain in the lane they are occupying;
- b) Not increase the speed of their vehicle; and
- c) Decrease the intensity of their headlights at night.

ARTICLE 40.- Passing over is prohibited as follows:

I. In the lane of traffic in: curves, fords, hills, bridges, intersections or crossroads, in school zones, when there is a continuous center line on the pavement and in any place where visibility is obstructed or limited. When there is a continuous center line and a broken center line on the pavement at the same time, the prohibition to pass shall be for those vehicles traveling on the lane where the continuous line is;

II. On the shoulder;





- III. On the right side of double traffic streets or avenues with only one lane in each direction of traffic;
- IV. To a vehicle traveling at the maximum speed allowed;
- V. To vehicles that are stopped yielding the right-of-way to pedestrians;
- VI. To a school bus that has turned on its warning lights to load or unload school children;
- VII. To an emergency vehicle using sirens, beacons or red-light turrets; and
- VIII. In the center neutral lane in the avenues that have it.

ARTICLE 41.- Passing on the right is allowed in the following cases:

- a) When the street or avenue has two or more traffic lanes in the same direction and the vehicle(s) occupying the left lane intends to make a left or U-turn;
- b) When the vehicle(s) circulating in the lane(s) on the left is (are) circulating at a speed lower than that allowed; and
- c) When the left lane or lanes are obstructed for any reason.

ARTICLE 42.- At intersections where there are four-way stop signs or courtesy crossings, vehicles shall make a full stop, with the vehicle that has made the full stop first initiating the traffic flow, and then the vehicle traveling on the other lane that has made the full stop.

- a) The maneuver shall be made respecting the speed limits; and
- b) Before merging into the right lane, the driver shall first make sure not to interfere with the normal movement of the vehicle being passed.

ARTICLE 43.- It is forbidden to persons driving motor vehicles:

- I. Transporting persons on the outside of the bodywork or in places not specified for that purpose;
- II. Carrying packages, pets, people in arms when driving or as co-driver, as well as transporting more than two passengers in the front seat, or transporting more than 2 persons in the cabin when it is a cargo vehicle, for each one;
- III. Holding hot or cold food or beverages with their hands while driving;
- IV. Transporting more persons than the vehicle's capacity established in the vehicle's registration card for safety reasons;
- V. At crosswalks, interrupt cross traffic and pedestrian traffic;
- VI. To circulate in the opposite direction or to invade the contraflow lane;
- VII. The driver and his companions must use the safety belt designed for such purpose, whenever the vehicle is in motion, and never carry children under 12 years of age in the front seat of the pilot or co-pilot, nor load them in the front seats. In case of carrying children under 12 years of age, they may only do so in special seats for infants that are appropriate for their height and weight and properly installed in the rear seats of the vehicle;
- VIII. The driver and passengers shall refrain from throwing, depositing or abandoning on the public road materials and objects of any kind or garbage that modifies or





hinders the appropriate conditions to circulate or park motor vehicles, or simulate mechanical failures when parking the vehicle;

IX. Carrying out vehicle races or skidding starts on public roads;

X. Hinder the march of military and police columns, civic parades, cycling contingents, marches and sporting events, funeral processions or demonstrations, even when crossing or crossing a traffic light with a red light or a courtesy stop, as well as fire maneuvers;

XI. Reversing, reversing shall only be done when the movement can be done safely, without interfering with traffic, and not more than 10 meters away. Reversing on a controlled access road is prohibited;

XII. Making a U-turn at traffic lights and intersections that have signs prohibiting it, and to disregard the indications regarding turns on certain streets where it is indicated that it is not allowed;

XIII. Driving vehicles with the windshield covered with any polarized, micas or special dyes that obstruct the visibility to the interior of the vehicle and the entrance of the light to 70 %, with exception of a strip of a maximum of 25 centimeters of width that will be able to be placed in the superior part of windshield glass.

In the side and rear windows, the luminosity must be at least 55%. At all times the level of polarization may be light to medium. Except for vehicles that already come from the factory and that comply with the corresponding official standards;

XIV. Driving a vehicle by any minor, outside the days and hours allowed in their permit;

XV. It is prohibited to install anti-radar systems or speed radar detectors;

XVI. Operating or activating cellular phones or any other transceiver device while driving the vehicle, with the exception of drivers of emergency vehicles;

XVII. Driving in an Evident State of Drunkenness;

XVIII. Driving with any diagnosed visual, motor or mental limitation that prevents him/her from driving properly;

XIX. Allowing persons outside the vehicle to drive with health problems or any other circumstance that limits their physical or mental faculties to drive;

XX. Braking in an untimely manner, omitting the use of turn signals and lacking properly functioning taillights;

XXI. Insulting, assaulting, violating or offending other drivers or road users verbally, or by using the vehicle or the horn;

XXII. Painting the bodywork of the vehicle with official and emergency service colors, when it is not an official or emergency vehicle, or when it does not have the corresponding registration; and

XXIII. Making turns at excessive speed and skidding.

ARTICLE 44.- Drivers of animal-drawn vehicles, when circulating on public roads, shall have the following obligations:

I. They shall only be accompanied by the number of persons for which there is a seat available;

II. They shall circulate in the extreme right lane;





- III. They shall use only one lane, avoiding parallel circulation with other similar vehicles; IV;
- IV. They shall not be subject to other vehicles traveling on the public roadway; and
- V. They shall not carry any load that constitutes a danger to themselves or others.

ARTICLE 45.- Drivers of vehicles shall keep the following distances from the vehicle in front of them, taking into account vehicular or pedestrian traffic, road conditions and the vehicle they are driving:

- I. In school zones: 7 meters;
- II. In public primary zones: 22 meters; and
- III. In secondary public zones: 11 meters.

The foregoing to guarantee that he/she will be able to stop in a timely manner in case the vehicle ahead brakes untimely.

ARTICLE 46.- Drivers of motorcycles, tricycles, quads and scooters, in addition to complying with the provisions of the preceding article, shall observe the same provisions that the law on the matter and these Regulations establish for motorists; they shall also respect the following:

- a) Drivers and crew members shall compulsorily wear helmets specifically for motorcyclists, certified under official regulation, of the correct size, with the straps properly adjusted, as well as protective glasses in case the helmet does not provide eye protection; and
- b) Drivers shall not overtake in the same lane another vehicle with four or more wheels or a similar vehicle.

ARTICLE 47.- Drivers of motor vehicles are prohibited from invading the segregated cycling infrastructure, and shall give preference to cyclists riding on it.

ARTICLE 48.- All drivers are obliged to slow down and, if necessary, to stop the vehicle completely, as well as to take any other necessary precaution in the presence of pedestrians. Likewise, driving motor vehicles at excessive speed shall be considered a serious sanction that implies putting people's lives at risk. In the event of an accident, speeding will be an aggravating factor, and will be considered as follows:

- I) Speeding;
- II) Exceeding the maximum speed from 1 to 20 km/hr (detected by photo fine).
- III) For exceeding the maximum speed from 21 to 30 km/hr (detected by photo fine).
- IV) For exceeding the maximum speed from 31 to 40 km/hr (detected by photo fine).
- V) For exceeding the maximum speed by more than 41 km/hr (detected by photo fine).





Chapter V: On the circulation of emergency vehicles

ARTICLE 49.- For the purposes of these regulations and their due interpretation, the following shall be considered emergency vehicles:

- I. Those of the Fire Department;
- II. Ambulances of hospitals and medical assistance units;
- III. Those of the National Guard;
- IV. Those of the General Management of Public Safety, Preventive Police and Municipal Transit;
- V. Those of the Civil Protection Corps;
- VI. Those of the state police; and
- VII. All those official units used by the agencies destined to safeguard the security of the Municipality and the State.

ARTICLE 50.- Upon hearing the sound of "Sirens", which shall be used only in case of emergency needs by the vehicles specified in the preceding article, the other drivers of vehicles, without exception, shall quickly take the right side of the lane in which they are traveling or the left side if necessary, making a "complete stop" as long as they give way to the vehicles in question; on one-way streets, as well as at intersections or intersections, they shall try to remain parked so as not to obstruct the passage.

ARTICLE 51.- When vehicles are in the case indicated in the preceding article, in places where circulation is effected by means of "high and low" zones, those circulating in the "high and low" speed zones shall move to the "low" zone, making the "complete stop".

ARTICLE 52.- Emergency vehicles, when justified, may make use of the following:

- I. Park or stop independently of the provisions of these regulations;
- II. Proceed with a red traffic light or traffic signal, but after reducing speed and making sure that all other drivers are aware of the emergency;
- III. Exceed speed limits, moderately, and with all caution;
- IV. To disregard the indications relative to turns in a certain General Direction, keeping the due precautions; and
- V. Disregarding the indications relative to turns or turns in certain General Directions, keeping due precautions.

ARTICLE 53.- The prerogatives granted to a person driving an emergency vehicle shall apply only when he/she is on duty hours, and is making use of special luminous and audible signals, as established in these Regulations.

ARTICLE 54.- It is forbidden for the drivers of the aforementioned emergency vehicles to make use of special luminous or audible signals, when there are no emergency reasons.





ARTICLE 55.- The above provisions do not relieve drivers of emergency vehicles from the obligation to drive with due caution to protect drivers of other vehicles, pedestrians and/or any other person circulating on the public roads of the Municipality of La Paz, Baja California Sur.

ARTICLE 56.- No driver shall follow the emergency vehicles, nor stop or park at a distance of less than one hundred meters from the place where they are performing the intervention.

ARTICLE 57.- The loudspeaker, luminous equipment, combined colors and symbols, as well as the reflectors considered for the exclusive use of emergency vehicles, may not be used in any other class of vehicles, except when authorized by the General Directorate.

3rd Title: Use of Roadways

ARTICLE 58.- It is prohibited on public roads:

- I. Alter, destroy, demolish, cover, change the position or place of traffic control signs or devices;
- II. To place traffic signs or devices such as curbs or barriers on public highways, without due authorization from the General Directorate;
- III. Set aside or separate parking spaces on public streets, as well as place objects that obstruct the same, which may be removed and removed by municipal police officers;
- IV. Placing advertisements of any type whose shape, light or symbols are arranged in such a way that they may be confused with traffic signs or obstruct their visibility;
- V. Placing advertisements of any kind, barriers and ornamental trees that obstruct the visibility of drivers at corners and obstruct the signs;
- VI. Use searchlights and/or place lights or luminous advertisements whose intensity may dazzle or distract the drivers of vehicles; with the exception of emergency or official vehicles;
- VII. Open ditches or carry out work on public roads without the corresponding authorization. Failure to comply with the above will cause the General Management to inform the Public Building Management so that it may apply the corresponding sanctions;
- VIII. Carrying out any activity or maneuver that causes the issuance of material that reduces or hinders the visibility of road users;
- IX. Install objects or advertisements that partially or totally cross the public roadway without the corresponding authorization;
- X. Use sound equipment to advertise or give publicity for commercial or political propaganda purposes without the corresponding permit; X. Make use of sound





equipment to advertise or give publicity for commercial or political propaganda purposes without the corresponding permit;

XI. Likewise, the use of sound reproduction devices whose volume disturbs the peace or tranquility of the people is prohibited;

XII. To establish fixed or semi-fixed stalls, as well as to engage in itinerant commerce of products and services without the corresponding authority's permit;

XIII. To use the public road as a loading and unloading park without the permission of the corresponding authority;

XIV. To park trucks which, due to their size, obstruct the public roadway or create a danger for other drivers and pedestrians; and

XV. The repair of vehicles on public roads by repair shops or businesses.

XVI. The lack of banners, reflectors, cones, and other devices used to indicate the presence of works or obstacles on the public roadway; to protect and/or indicate protruding loads on vehicles; and the banners, reflectors or other devices that drivers must use in case they need to park in places where the visibility of the vehicle is hindered.

ARTICLE 59.- For the holding of parades and legal demonstrations of any kind, it shall be necessary for their organizers to give written notice to the General Management, at least 36 hours in advance, so that it may take the necessary preventive measures. Likewise, it shall be 30 working days in advance for the request of the corresponding consent in the case of private and/or sporting events that request the closing of streets.

ARTICLE 60.- It is prohibited to use the public street as a lot for the sale of vehicles. Violation of this provision, for any period of time, shall entitle the General Management to remove the vehicle that is violating this prohibition. The owners may recover their vehicle prior to payment of the corresponding infraction and towing.

ARTICLE 61.- Special or discretionary permits for the use of public roads shall be granted temporarily by the General Management, subject to a feasibility report from the corresponding area, as follows:

I. Exclusive area for site;

II. Closure of streets: up to the duration of the event or activity, and must be requested 72 hours prior to the event; and

III. Carrying out loading and unloading maneuvers for the duration of the maneuver. The following requirements must be complied with in order to authorize the above-mentioned events.

a) Written request;

b) Proof that they have a concession for the public cab transportation service, and





c) Written justification of the need for the use of the space.

These permits may be cancelled by the General Directorate based on the necessary studies that justify the causes that determine their cancellation.

Chapter I: Parking Lots

ARTICLE 62.- All public parking lots shall have exclusive parking spaces and ramps for persons with disabilities, having the characteristics indicated in the corresponding Official Mexican Standards.

ARTICLE 63.- The path between one parking space and another, as well as the path to the accesses must be free of obstacles.

ARTICLE 64.- Public parking lots shall have the following safety measures:

- I. Sufficient fire extinguishers;
- II. Delimited parking spaces;
- III. Fire hydrant, according to the provisions of the corresponding regulation;
- IV. Emergency alarm;
- V. Sufficient accesses in accordance with the capacity and dimensions; and
- VI. Evacuation routes.

In order to authorize a public parking lot, it must comply with the feasibility requirements of the General Directorate of Integral Management and must be subject to semi-annual supervision by the state and municipal civil protection authorities.

ARTICLE 65.- The authority may limit the number of spaces that may be added in each construction, as well as the total number of parking spaces available on public streets, paying special attention to congested areas of the municipality.

ARTICLE 66.- The parking of motor vehicles on public streets shall be permitted by the General Management Office in the zones, times and forms determined by it through the corresponding analysis and previous studies.

ARTICLE 67.- The General Management shall have on-street parking management programs and systems in areas that require it.

ARTICLE 68.- The General Management shall consider the space for on-street parking for non-motorized vehicles, without these becoming an obstacle on desire lines and crosswalks.

ARTICLE 69.- In alleys or pedestrian streets, the parking of motorized vehicles shall only be allowed with the authorization of the General Management.

ARTICLE 70.- A vehicle shall be considered abandoned on the public road when it remains without movement for more than 5 days, and without the owner having given





notice to the General Management, justifying the need for the vehicle to remain parked on the public road without movement exceeding the allowed time.

In the event that said vehicle remains parked on the public road for more than the allowed hours, without anyone reporting the justification of its action, it shall be notified by the General Management at the place where said vehicle is located by placing the notice of abandonment on the windshield. If said vehicle remains more than that time and there is no written response to the General Management, it will be removed by the Municipal Police and deposited in the municipal corral. It may be acquired by the owner once he/she proves to be the owner and/or legitimate possessor and covers the expenses generated by the towing of the vehicle and the corresponding fines.

ARTICLE 71.- It is prohibited to park vehicles in the following places:

- I. On sidewalks, curbs or sidewalks, medians, roads with central or side gardens and other roads reserved for pedestrians;
- II. In double or more rows;
- III. In front of the entrance to a private or public garage, except for the entrance to the home, provided that it does not obstruct the roadway reserved for pedestrians;
- IV. Less than 8 meters from all intersections and intersections of the road structure of the municipality;
- V. In the places destined for cabs, buses and loading and unloading areas legally authorized by the General Directorate;
- VI. Less than 8 meters from a parking entrance of firemen, hospitals and emergency units;
- VII. In areas where there is a parking prohibition through vertical and horizontal signs referred to in these regulations;
- VIII. On roads of continuous circulation or in front of their accesses or exits;
- IX. Less than 100 meters from a curve or hilltop without visibility;
- X. In the opposite direction to the circulation of the roadways; X. In the opposite direction to the circulation of the roadways;
- XI. In front of hydrants;
- XII. In exclusive parking lots duly authorized by the General Management Directorate;
- XIII. In the loading and unloading zone without performing this activity at any time, as well as in the downtown area of the first square of the city being a heavy truck;
- XIV. In front of the ramps and accesses for people with disabilities, occupying or obstructing the spaces destined for the parking of their vehicles in parking areas reserved for them;
- XV. In the tariffed zones controlled by parking management systems or by another tariff system without having paid the corresponding fee;
- XVI. In tariffed zones, using more than one parking space or where there are markings on the floor, parking outside the parking space.





ARTICLE 72.- It is the responsibility of the General Management to establish and grant exclusive parking zones in accordance with the studies made on the matter, by granting six-monthly and annual licenses prior to the completion of the procedure and payment of the corresponding fees.

The permits granted by the authority for exclusive parking areas do not create any real or possessory right.

Chapter II: Safe Speeds on Public Roads.

ARTICLE 73.- The speed limit allowed in urban areas shall be 30 km/h, except in stretches where another speed is specified, which shall not exceed 50 km/h by means of the respective signs installed by the General Directorate. In stretches where there are schools, hospitals, temples, playgrounds, recreational areas and in the historic center of the city, the speed of vehicles shall not exceed 15 km/h. In the bicycle lanes that are within the above assumptions, the speed of cyclists must be 15 km/h.

Speed limits on public roads, according to their classification, shall be as follows:

- a) PRIMARY: The maximum speed allowed is 50 kilometers per hour.
- b) SECONDARY (collector roads): The maximum speed allowed is 40 kilometers per hour.
- c) TERTIARY (local): The maximum speed allowed is 30 kilometers per hour.

ARTICLE 74.- The General Management may modify this provision in the roads where it deems it necessary; citizens shall be notified at least 15 working days beforehand by means of notices in the various means of communication to make known the change of speed on the roads, and the respective signs shall be installed. All drivers are obliged to drive within the speed limits established by these regulations.

Chapter III: Traffic Control Signs and Devices.

ARTICLE 75.- The signs and devices used for traffic control and verification of compliance with the provisions of this ordinance, as well as the projects, construction, manufacture, placement, characteristics and location thereof, shall be governed, as applicable, by the provisions of National and State Laws; in the Mexican Official Standards, Regulations and Manuals of the Secretariat of Communications and Transportation and of the Secretariat of Agrarian, Territorial and Urban Development, in international agreements, and in the manuals and regulations issued for such





purpose by the General Management. Compliance with this provision is mandatory for all competent authorities, as well as for individuals.

It is the obligation of all road users to know, obey and faithfully respect everything indicated by means of signs, devices and indications of the Municipal Police for the control of vehicular and pedestrian traffic.

ARTICLE 77.- For the purposes of these Regulations, the signs and devices for traffic control and verification shall be:

I. Electromechanical Signals:

- a. Photo fines.
- b. Speed radar.

II. Verification Devices, for the verification of compliance with the rules of this ordinance and application of sanctions for violation thereof, such as speed radars and photo fines, electromechanical, electrical, analog, digital or optical equipment, including radars, cinemometers or other instruments of technological innovation that allow the detection and identification of infractions and conducts in the traffic of vehicles.

Chapter IV: Technological Devices

ARTICLE 78.- Technological devices are a fundamental tool in matters of road safety, which contribute to the protection of pedestrians and drivers circulating on the roads of the Municipality.

ARTICLE 79.- The authorities in this matter may make use, by themselves or through third parties, of technological devices or means to assist in the detection of the commission of infractions and the identification of the persons who commit them.

The information obtained through the use of technological devices may only be used for the offenses described in the Law and its Regulations; its use and handling shall be exclusive to the competent authorities, in accordance with the applicable provisions.

ARTICLE 81.- The technological devices or means shall be used by the highway authorities to evidence the following cases:

- I. The mechanics of events in the event of a traffic accident;
- II. The speed of a motor vehicle;
- III. Lack of observance of road signs and signals;





IV. Any other contravention to the provisions of the Law and its Regulations; and

V. Generate a baseline of data that will provide the statistical evidence necessary to design actions with the objective of reducing road accidents with fatalities or serious injuries in accordance with the goals established in the road safety plans and programs.

ARTICLE 82.- The drivers of vehicles that violate the present regulation, which said conducts have been captured by technological devices, shall be corroborated by the municipal police officers, who shall issue the corresponding infraction ticket.

ARTICLE 83.- For the purposes of this Chapter, the competent authorities shall instruct the creation of an information base containing the identification data of the violators, for the enforcement of the penalties.

4th Title: Road Safety

Chapter I: Road Accidents

ARTICLE 84.- A road accident is understood as any impact of a vehicle against another vehicle or other movable, immovable or movable property, overturning, running over of a person or exit of a vehicle in the rolling of one or more persons, fall of a person from a circulating vehicle, causing material damage, injuries, or death of persons. As well as all that is established by the law of the matter and the present regulation; and are classified as follows:

I. Rear-end collision - Occurs between two vehicles traveling one in front of the other, in the same lane or with the same trajectory, and the one behind impacts the one in front, whether the latter is moving or stops normally or suddenly;

II. Crossing collision - Occurs between two or more vehicles coming from a traffic lane that converge or cross each other, with one vehicle partially or totally invading the traffic lane;

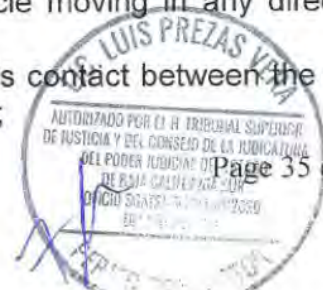
III. Head-on collision: Occurs between two or more vehicles coming from the opposite traffic lane, which collide when one of them partially or totally invades the lane, traffic lane or opposite trajectory;

IV. Side collision: Occurs between two or more vehicles whose drivers are traveling in parallel trajectories, in the same direction, impacting each other when one of them partially or totally invades the lane or trajectory of the other;

V. Exit from the road surface - Occurs when a driver loses control of his vehicle and leaves the roadway or traffic lane;

VI. Crash against a fixed object - Occurs when a vehicle moving in any direction impacts against a temporary or fixed object;

VII. overturning - Occurs when a vehicle completely loses contact between the tires and the road surface, causing vertical or transversal turns;





VIII. projection by impact - Occurs when a vehicle in motion impacts with some object or is projected against someone or something; the projection may be such that what is projected falls into the lane or trajectory of another vehicle and causes another accident;

IX. projection - Occurs when an object detaches from the vehicle in motion or an object it is transporting and impacts against someone or something;

X. Hit-and-run - Occurs when a moving vehicle impacts against a person, who may be static or in motion;

XI. fall of a person - Occurs when a person is projected into or out of a moving vehicle; and

XII. Miscellaneous crashes: This classification includes any road accident not specified in the preceding points.

ARTICLE 85.- When a road accident occurs, the authority that first takes cognizance of it shall adopt emergency measures to assist the victims and preserve the scene of the accident until the intervention of the experts of the General Management or, as the case may be, of the corresponding authority.

When there is a road accident, the General Management is obliged to use and take the necessary measures to avoid risks for all persons transiting or carrying out activities at the site.

ARTICLE 87.- The road accident report shall include at least the following information:

I. The investigation carried out;

II. The apparent causes of the traffic accident;

III. The date;

IV. The approximate time;

V. The georeferenced location and/or sketch;

VI. Weather conditions;

VII. Use or non-use of protective devices such as seat belts or child restraint systems in vehicle occupants and helmets in motorcyclists, at the time of the event; and

VIII. The specific circumstances that are considered necessary.

ARTICLE 88.- The setting of the place of the facts or sketch shall contain at least the following data:

I. The number of the informative report of the traffic accident;

II. Place, date and time of the traffic accident;

III. The cardinal orientation of the road accident;

IV. The trajectory of displacement of the persons, vehicles or objects involved in the traffic accident; and

V. Measurement and fixation of the braking, skidding, acceleration and displacement traces of the vehicles, persons or objects involved in the road accident.





- VI. Points of impact on the infrastructure; and
- VII. Final position of vehicles, parts and bodies of victims.

ARTICLE 89.- The municipal police officer or traffic safety expert who attends a traffic accident shall comply with the following requirements and recommendations:

- I. To take the necessary measures in order to prevent the occurrence of a new traffic accident, as well as to guide, direct and relieve the traffic congestion that could be caused. and
- II. Immediately insure the drivers of the vehicles, pedestrians and/or cyclists involved in the traffic accident in the event of serious injuries or loss of human life.

ARTICLE 90.- Only the municipal police assigned to deal with a traffic accident may dispose of the mobilization of the vehicles involved, except when it results in the loss of human lives, or when the failure to do so constitutes or poses an imminent risk of causing another traffic accident.

ARTICLE 91.- All drivers participating in a traffic accident must comply with the following:

- A) Not to move the vehicles from the final position of the road accident unless not doing so would cause an imminent risk of provoking another road accident, having to justify the fact;
- B) To wait at the place of the road accident for the intervention of the General Management, emergency institutions or corresponding authority, unless the person results with injuries that require immediate medical attention; and
- C) When one of the parties involved in the traffic accident does not agree with the report issued by the expert of the General Management, he/she may request that the traffic incident be referred to the corresponding Public Prosecutor's Office. The person allegedly responsible for the traffic accident shall pay the expenses generated by the towing of the vehicles involved when this is warranted, as well as any other expenses generated.

ARTICLE 92.- If no deaths or serious injuries are caused in a traffic accident and only minor damage is caused to the property of private parties, the parties may reach a written agreement with the knowledge of the General Management and the Civic Judge.

ARTICLE 93.- The General Management and the Civic Judge shall not be held responsible for written and/or verbal agreements made on the public road between persons involved in road accidents of which the General Directorate and the Civic Judge have no knowledge whatsoever.

ARTICLE 94.- The towing of motor vehicles involved in traffic accidents shall be provided by the towing services of the General Management or, as the case may be,





by private towing services authorized by the municipal authority. In all cases, the motor vehicles that are stopped shall be deposited in the municipal impound lots.

ARTICLE 95.- The municipal police officers who rule on road accidents must be registered as such with the State Public Safety Coordination, have knowledge of the systemic approach to road safety, human rights, road safety audits and inspections, sustainable mobility, international and national road safety action plans, laws, Mexican Official Standards and national, state and municipal regulations on mobility, traffic and road safety, as well as having the certificates proving this knowledge and constantly updating this knowledge.

ARTICLE 96.- The General Management shall promote the necessary processes for the evaluation of the performance of the municipal police officers who rule on road accidents through the promotion and verification of their knowledge and skills in accordance with the provisions of the preceding article.

Chapter II: Classification and Safety Conditions of Vehicles.

ARTICLE 97.- For the purposes of these Regulations, vehicles are classified as follows:

- I. By their mode of propulsion:
 - a. Non-motorized vehicles; and
 - b. Motorized vehicles.
- II. By the service for which they are intended:
 - a. Private;
 - b. Public;
 - c. Official;
 - d. Emergency;
 - e. Demonstration.
 - f. Funeral services; and
 - g. For persons with disabilities.
- III. Light up to 3,500 Kilograms:
 - a. Motorcycles or scooters;
 - b. Automobiles;
 - c. Trucks; and
 - d. Trailers.
- IV. Heavy vehicles with more than 3,500 Kilograms:
 - a. Buses;
 - b. Trucks with two or more axles;
 - c. Tractor trucks;
 - d. Specialized vehicles; and
 - e. Trailers and semi-trailers.





ARTICLE 98.- All vehicles traveling on public roads must be in satisfactory operating conditions and equipped with the devices required by these Regulations.

ARTICLE 99.- In order to circulate on public roads, motor vehicles must be equipped with:

I. Integrated lighting system as follows:

- a) Two front headlights emitting white light, of high and low intensity;
- b) Rear lamps that emit red light clearly visible at 300 meters in braking device and 200 meters with the lights in operation;
- c) Electrical braking system at the rear that comes on when the brakes are applied;
- d) Intermittent flashing directional lights: the front ones emitting white or amber light and the rear ones emitting red or amber light, as well as emergency flashing lights;
- e) White light illuminating the rear license plate; and
- f) White lights that allow visibility when backing up.

II. Speedometer in operation, which shall have night illumination;

III. Dual braking system, parking and pedal;

IV. Windshield, front and rear, without breakage, which shall be clean and free of objects, as well as having windshield wipers;

V. Interior rearview mirror and two exterior rearview mirrors, right and left;

VI. Muffler in the exhaust system;

VII. Seat belts in full operation and in number equal to the capacity of the vehicle;

VIII. Fully operational fire extinguisher;

IX. Gas cap on the gas tank, which must be of original or universal design; it is forbidden to use objects such as wood, tow, cloth, cans or any other device;

X. Trailers that are adapted to other vehicles must have on the rear part a lamp that projects a red light visible under normal atmospheric conditions at a distance of 100 meters, constructed and placed in such a way that the rear identification plate is illuminated by a white light, so that its characters can be read from a distance of 15 meters; and

XI. A safety seat in the back seat of the vehicle, when transporting infants from 0 months to 5 years of age.

XII. Its registration and updated verification, including driver's license, magazine, circulation card, sticker, license plates, and having reported to the corresponding instances, the change of address of the vehicle's registration, change of owner and modifications of colors in the bodywork.

ARTICLE 100.- The General Directorate is empowered to prevent the circulation on the public roads of the municipality of those motor vehicles that do not meet the necessary requirements of presentation, comfort and safety required by these Regulations; the vehicles that are sanctioned shall be deposited in the holding yards designated by the General Directorate through the towing services.





ARTICLE 101.- The municipal authority shall have a comprehensive program for the transit of safe vehicles, through inspection operations and/or dissemination campaigns on the physical and mechanical conditions of vehicles and safety devices.

Chapter III: Insurance.

ARTICLE 102.-All motor vehicles circulating in the Municipality of La Paz must be insured at least against damages to third parties in their property and/or persons, with a valid policy issued by an insurance company authorized by the National Insurance and Bonding Commission. Any procedure related to gas verification, payment of fines, towing and impoundment or payment of tenure is subject to proof of a valid insurance policy.

ARTICLE 103.- It is mandatory for insurance companies or their adjusters to immediately notify the municipal authority of any road accident occurring within the Municipality of La Paz, when the insured person does not present proof of notice thereof, and the number with which the accident was registered by the Municipal Authority must always appear in the report or declaration of the accident number.



Chapter IV: Of licenses and permits to drive.

ARTICLE 104.- In order to drive motor vehicles in the Municipality of La Paz, persons must carry the respective license or permit in force.

The license in the state of Baja California Sur shall be granted by the State Government, complying with the requirements stipulated for such purpose, including the mandatory course of education, driver training and the examination approved by the municipality; as well as the payment of the fees before the corresponding agency.

The driver's license is a public document, which authorizes a person to drive motor vehicles, with the limitations, specified characteristics and validity established in the Law of Land Transit in the State and Municipalities of B.C.S.

ARTICLE 105. - Driver's licenses issued by other municipalities of the State, as well as those of other federal entities shall be valid as long as they are in force; if they are permanent driver's licenses from another state or federal entity, the driver's license must be processed, and the mandatory driving and driver education course must be



taken when 3 years have passed since said license was issued and the driver resides in the municipality of La Paz; likewise, those issued by the authorities in other countries where reciprocity exists, and in the latter case, as long as the motor vehicle carries valid license plates and registration of the country where the license was issued.

ARTICLE 106.- The General Management shall keep a record of the licenses issued by the state government, and a list of the fines accumulated for each license plate and/or driver, which shall contain at least the license number, the name of the holder, photograph, telephone number for emergency notification, CURP (Unique Population Registry Code), nationality, blood group, address and municipality to which it corresponds, as well as the period of validity.

ARTICLE 107.- In order to obtain a license to drive motor vehicles, the interested person must completely complete the driver's license procedure indicated in the Law of Land Transit in the State and Municipalities of B.C.S. and comply with the following requirements:

1. To take the road training course.
2. To pass the theoretical and practical exam.
3. Demonstrate physical aptitude with a medical report that includes an eye examination.

ARTICLE 108.- For the application of the theoretical and practical driving test, the interested person must present a vehicle; not be disqualified to drive vehicles by judicial or administrative resolution; and not have a license suspension process for causing injuries or death due to road accidents, for driving over the speed limits allowed or in a state of drunkenness. For the application of the driving test for a permit or license for the first time, the temporary license for learning to drive, with which he/she will perform the practical tests on the street, must be obtained beforehand.

ARTICLE 109.- No person shall be reissued a license, and reissuance shall be understood to mean the cases of reinstatement of the same, in the following cases:

I.- When the holder of a license issued by the corresponding Municipal, Delegacional authority or authority of another Federal Entity, has not paid any fine for violation of the Law of the matter or these Regulations; or when the conditions that originated the suspension or cancellation of the license subsist; and.

II.- When it is proven that the applicant has not complied with any security measure issued by a competent judicial authority.





The circulation of non-motorized vehicles such as bicycles, hand carts and animal-drawn vehicles shall not require the processing of a driver's license, provided that the established preventive requirements are met.

5th Title: Driving under the influence of alcohol and narcotics, narcotics or psychotropic drugs.

Chapter I: Alcoholometry

ARTICLE 111.- It is forbidden for drivers to:

- I. Driving motor vehicles in an "evident state of drunkenness", as well as under the visible influence of narcotics, narcotics or psychotropic drugs, being sufficient the application of a sound judgment, through the senses, to appreciate that the driver is in an "evident state of drunkenness", given the apparent external manifestations, that reasonably, by his conduct or physical condition, presents alterations in coordination, reflex response, balance or language, altered due to the consumption of ethyl alcohol, narcotics, narcotics or psychotropic drugs;
- II. Ingesting intoxicating beverages, narcotics, psychotropic or toxic substances, in the vehicle parked on the public road or with the vehicle in motion;
- III. Transporting minors late at night while consuming intoxicating beverages and/or narcotic drugs; and
- IV. Consuming by any means narcotics or substances prohibited by the General Health Law.

ARTICLE 112.- The Municipal Police may only ask the driver to stop the vehicle and request the presentation of the driver's license, current legible registration card or license plates, when the driver of the vehicle has committed an infraction to the law of the matter or to these Regulations, circulates in an evident state of drunkenness, does not visibly carry the license plates or only carries one license plate, and if applicable, the corresponding permit. With the exception of the following cases:

- I. When programs are implemented, security devices or operatives that are supported with the use of technological devices by the General Management on Road safety or inspection, with the obligation that those who intervene in such operations must wear their badges. Operatives must wear their corresponding identification badges;
- II. When there is an order from a judicial authority that determines it;
- III. When they cooperate with the Public Prosecutor's Office or with the bodies involved in the administration of justice, in the prevention, investigation and clarification of crimes.





ARTICLE 113.- The municipal authority shall have a comprehensive program for the control and prevention of alcohol consumption, the purpose of which shall be to reduce the risks of road accidents due to the driving of motor vehicles in an evident state of drunkenness, through inspection operations and/or campaigns to disseminate information on the risks of alcohol consumption.

ARTICLE 114.- In order to prove the evident state of drunkenness of the driver, it shall be sufficient that by means of a psychophysiological examination it is proven that the ingestion of alcoholic beverages causes alterations to the senses. The forensic physicians who perform the essence examination may rely on measuring instruments such as breathalyzers for the issuance of essence certificates. The maximum limit for driving in an evident state of drunkenness will be 0.25 md/L, according to the recommendation of the World Health Organization (WHO).

In the event that an evident state of drunkenness is proven, the driver of the vehicle will be retained and will be immediately placed at the disposal of the Civic Judge.

Vehicles transporting disabled persons, perishable products, toxic or dangerous substances, which are authorized to circulate, and which violate these regulations, may not be taken to the municipal impound lot; in any case, the Municipal Police shall fill out the corresponding ticket of the sanction, allowing the vehicle to continue driving.

Except when the driver shows symptoms of being under the influence of alcohol or any other substance, he/she shall be requested to pass before the medical examiner for a psychophysiological and/or breathalyzer test to determine his/her evident state of drunkenness.

ARTICLE 116.- When the driver commits an infraction to the Traffic Regulations for Safe Mobility or passes through control points established for the prevention of alcohol consumption while driving, the Municipal Police may ask the driver for his or her official identification, driver's license, circulation card or driving license.

ARTICLE 117.- In the case of drivers of motor vehicles who are evidently intoxicated with companions in the same circumstance, the driver and companions shall be referred to the Civic Judge, and the vehicle shall be transferred to the municipal impound lot with the towing service, with chain of custody and the corresponding inventory, at the disposal of said authority.

ARTICLE 118.- In the case of drivers of motor vehicles who are evidently intoxicated and the accompanying persons are fit to drive, the Municipal Police shall issue the corresponding infraction and upon authorization of the driver, the vehicle shall be handed over to the accompanying person or person of his trust that he designates.





ARTICLE 119.- Drivers of vehicles used for public passenger transportation, emergency vehicles, cargo transportation, transportation of toxic or dangerous substances, shall not show signs of having drunk alcoholic beverages or being under the influence of narcotics, narcotics or psychotropic drugs while driving.

When he or the Municipal Police detects a driver with alcoholic breath or an evident state of drunkenness, he or she shall request the person to accompany him or her to the medical examiner, explaining the steps to be followed within the procedure, the driver is obliged to submit to a psychophysiological essence test and/or to the test for detection of alcohol intake in exhaled air.

In case the offender requests the authorized personnel at the checkpoint where the breathalyzer program is carried out to notify his/her family, he/she shall provide the name and telephone number of the person he/she wishes to call, giving him/her all the information on the situation of the driver, supporting him/her in everything necessary to achieve such communication.

In the event that the offender is accompanied by minors and/or elderly persons, immediate notice shall be given, if possible, to the guardian or relative, otherwise the necessary measures shall be taken to safeguard their integrity.

ARTICLE 123.- The person in charge of the vehicle deposit shall be responsible for the custody and safekeeping of the vehicles sent and shall authorize their departure, upon payment of the towing charge and proof of non-infringement.

ARTICLE 124.- In the case of drivers who are presumed to be minors, they shall be asked for their driving license, as well as a telephone number to establish immediate communication with a family member and report the prevailing situation, in addition to analyzing the characteristics or physical features they present, to determine the profile and age of the person.

In the event that the results of the psychophysiological and/or breathalyzer tests prove that the ingestion of alcoholic beverages has altered the person's senses.

The adolescent will be sent to the Civic Judge, so that he/she may carry out the procedure, which for this purpose is contemplated in the Bando de Policía, Buen Gobierno y Justicia Cívica del Municipio de La Paz (Police, Good Government and Civic Justice Code of the Municipality of La Paz).





6th Title: Regulation, Inspection and Surveillance
Chapter I: Legal requirements for driving vehicles.

ARTICLE 125. - In order for a motor vehicle to be able to travel in the municipality of La Paz, it shall be necessary to have a valid vehicle registration card, valid license plates, valid electromechanical verification and pollutant emission stickers or, if applicable, a permit to circulate without license plates issued by the corresponding authority, as well as having insurance for damages to third parties in their property and/or persons with a valid policy from an insurance company authorized by the National Insurance and Bonding Commission, and in case of providing public transportation services, loading, unloading, heavy machinery, it must have the corresponding authorization and concession. It is strictly forbidden to share or carry the registration card of another vehicle.

ARTICLE 126.- All motor vehicles belonging to residents of the Municipality of La Paz and who travel within the same must be registered with the corresponding agency. In the case of motor vehicles coming from abroad or from another federal entity, the term for doing so shall be immediate, as of the legal entry into the country, this being understood as the import petition, unless it is legally justified that it has valid license plates and registration card, in any case the foreign deregistration of the motor vehicle or proof of origin of the vehicle must be presented.

ARTICLE 127.- Foreigners who are legally in the country may drive motor vehicles in the Municipality of La Paz, Baja California Sur, when they exhibit license plates and valid driver's license, issued by the authorities of their country of origin.

ARTICLE 128.- Drivers coming from different entities of the country and from abroad shall exercise extreme caution when driving vehicles and abide by these regulations. It is an infraction to drive foreign or foreign motor vehicles without complying with the corresponding requirements of the authorized authority.

ARTICLE 129.- In order to register a vehicle with the Secretary of Finance of the State of Baja California Sur or its delegations, and obtain the license plates and registration card, it shall be necessary to take a mandatory driving course and obtain a satisfactory result in the driving test conducted by the Department of Road Safety Education of the General Management.

ARTICLE 130. Official and emergency vehicles, even when they display the signs that identify them as such, are required to travel under the protection of license plates and a valid vehicle registration card, duly authorized by the Secretary of Finance of the State of Baja California Sur.





ARTICLE 131.- Demonstration license plates shall be used by companies or persons selling new or used motor vehicles that are legally registered, to promote and prove the operation of the same to buyers. Allowing them to transit within the limits of the Municipality of La Paz Baja California Sur, under the following conditions:

- a) Proof of the commercial line of business.
- b) To be up to date of its fiscal obligations.
- c) Identification of the owner.

ARTICLE 132.- The use of demonstration license plates shall be under the following provisions:

- I. The drivers of the motor vehicles that circulate with these
- I. The drivers of motor vehicles circulating with these license plates shall carry with them the corresponding circulation card;
- II. The demonstration license plates shall be placed in a visible place of the motorized vehicle, both in the front and in the rear;
- III. They may only circulate within the hours of 07:00 a.m. to 21:00 p.m.;
- IV. In case of not complying with the schedule established in the previous fraction, they will be sanctioned in accordance with these regulations;
- V. The improper use of license plates shall be cause for cancellation of the same by the corresponding authority,
- V. The improper use of license plates shall be cause for their cancellation by the corresponding authority.

ARTICLE 133.- Negotiations or persons selling motor vehicles shall be entitled to demonstrative license plates, upon payment to the Secretary of Finance of the State of Baja California Sur. Said businesses or persons shall be responsible for the use made of said license plates.

ARTICLE 134. The set of demonstrative license plates may cover up to five new motor vehicles upon unloading them from the vessels to be transferred to the authorized agencies, with the first one of the plates on the front and the last of the vehicles on the rear.

ARTICLE 135.- The respective fiscal laws shall determine the validity and amount of the fees for license plates and registration cards.

ARTICLE 136.- Any loss of license plates or registration cards must be notified to the issuing authority in order to protect the circulation of the motor vehicle during the processing thereof.





The license plates of automobiles, trucks, buses and other motor vehicles shall invariably be placed on the front and rear of the same, in the places destined for such purpose, and shall be completely visible; the rear license plate shall be illuminated for its effective visibility at night.

ARTICLE 138.- Motor vehicles with federal public service license plates may travel through this Municipality with no other limitations than those indicated in the Federal Highway Regulations and these Regulations.

License plates for motorcycles and scooters shall be placed on the rear of such vehicles.

License plates for trailers for private and public service vehicles, as well as for special mobile equipment, shall be issued without limitation, and shall be placed on the rear of these vehicles in a visible place, with the necessary light to allow their visibility in case they circulate at night; therefore, the service corresponding to this type of vehicle cannot be provided if the above described is not present.

ARTICLE 141.- It is prohibited to carry on the license plates of motor vehicles or attachments thereto, objects or other plates or signs or inscriptions of any kind that partially or totally conceal or prevent the letters, numbers and identifications from being clearly seen; likewise, it is prohibited to rivet, weld, modify the shape of the plates or place in their place, objects or decorative devices that resemble foreign or national license plates, as well as to travel with plates in an illegible state.

In the event that the motor vehicle carries plates that do not correspond to it, the vehicle will be retained and the corresponding fine will be applied, and it must be surrendered once the legality of the same is accredited, otherwise it will be placed at the disposal of the corresponding authority.

The license plates must be placed on authorized motor vehicles, they will be those issued by the corresponding authorities, in case of falsification of license plates the motor vehicle that carries them will be withdrawn from circulation giving view of the above to the Public Prosecutor's Office of the common law.

Chapter II: Functions of Municipal Police Officers

ARTICLE 142.- Municipal police officers may stop the driver of a motor vehicle when there are checkpoints established by the General Directorate in which the program for the control and prevention of alcohol consumption operates, in order to ascertain





whether they are intoxicated. Likewise, the municipal police officers belonging to the traffic, transportation and/or forensic commanders are empowered to remove from the street, with a tow truck, vehicles parked on sidewalks, bicycle lanes, corners, pedestrian crosswalks or crosswalks.

ARTICLE 143.- Municipal police officers may carry electronic and/or digital devices such as video cameras to collect information to support the application of sanctions.

ARTICLE 144.- Municipal police officers shall have knowledge of the contents of this Regulation so that in their functions they may socialize, raise awareness and inform, as well as provide training to the citizens on its contents.

7th Title: Traffic Education and Information

ARTICLE 145.- The municipal authorities shall have the obligation, within their sphere of competence, to carry out all the necessary actions to prevent road accidents, as well as to execute the programs and projects aimed at this purpose.

ARTICLE 146.- The General Management may coordinate with agencies of the three levels of government, in order to design and implement road training and awareness programs for drivers, in order to ensure safe driving behavior and public order. Likewise, it shall carry out bicycle school programs for the promotion of the safe use of bicycles and other non-motorized vehicles.

ARTICLE 147.- The road safety training programs for drivers designed shall include, at least, the following concepts:

- I. Basic elements of traffic;
- II. Safe and sustainable mobility;
- III. Classification and use of roads;
- IV. Preventive, restrictive and informative signs;
- V. Fundamental rights of pedestrians;
- VI. Fundamental rights and rules for cyclists; VII;
- VII. Fundamental rules for drivers;
- VIII. Basic mechanics and vehicular safety;
- IX. Basic driving techniques, maneuvers and procedures;
- X. Rights of way;
- XI. Risk factors;
- XII. Speed limits and safe speeds;
- XIII. Prevention and attention to road accidents;
- XIV. Respect and due consideration due to persons with disabilities; XIV.- Persons with limited mobility and senior citizens; XIV.- Persons with limited mobility and senior citizens; XIV.- Persons with disabilities,





- Persons with limited mobility and senior citizens; XV;
XV. Fundamental knowledge of traffic regulations;
XVI. Any other auxiliary knowledge that allows the objective of the above.

ARTICLE 148.-The General Management may coordinate with agencies of the three levels of government to design and implement actions to reinforce the self-explainability of the streets, as well as timely inform tourists about common risk factors and to promote healthy coexistence among users.

8th Title: Measures for the Protection of the Environment.

ARTICLE 149.- The owners or drivers of motor vehicles circulating on the roads of the Municipality shall be subject to the Federal, State and Municipal provisions regarding ecological balance and environmental protection, in addition to the provisions of these Regulations and the regulations established in other related legal ordinances, the use of sustainable transportation shall be promoted within the competence of the state and municipal authorities.

ARTICLE 150.- Motor vehicles circulating on the roads of the municipality shall be subject to federal, state and municipal provisions regarding the prevention and control of pollution, consisting of the mandatory verification of gas, smoke and noise emissions to be performed in the centers selected for such purpose by the State authority; this shall be performed at least once a year, and in the case of motor vehicles that provide a public transportation service, the verification period shall be at least twice a year. Verification shall be made by means of a certificate and a valid sticker attached to the upper right corner of the windshield. It is strictly forbidden to share or carry the decal of another vehicle.

ARTICLE 151.- Motor vehicles circulating in violation of the traffic restriction rules established in this ordinance, shall be retained and sent to the nearest municipal impound lot, where they shall remain for 24 hours, and the drivers or owners shall also pay the corresponding fine. Once these requirements are fulfilled, the motor vehicle may be returned, obliging the owner or possessor to make the necessary repairs to avoid excessive emission of pollutants.

The General Directorate may withdraw from circulation motor vehicles that ostensibly emit pollution of any kind, sending them to the verification center designated by the State Authority for such purpose; and may withdraw from circulation all those motor vehicles that do not comply with the provisions established during the vehicle





verification. Once the cause for which the vehicle was withdrawn has been remedied, the Directorate General shall allow the vehicle to circulate.

ARTICLE 153.- For the preservation of the environment it is prohibited:

I. The circulation of vehicles that emit excessive polluting gases, in accordance with the corresponding regulations;

II. Throwing objects or garbage from the interior of a vehicle; the driver of said vehicle shall be held responsible for this infraction; and

III. Modifying factory horns and mufflers and the installation of devices such as exhaust valves and other similar devices, as well as the use of engine brakes, improper use of the horn and sound devices that produce excessive noise in accordance with the applicable regulations.

9th Title: Sanctions

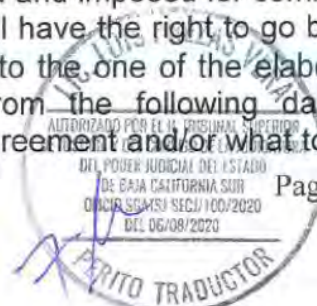
Chapter I: Administrative Offenses and Penalties

ARTICLE 154.- The infractions that may be legally imposed, which the Civic Judge shall know, qualify and sanction, shall be:

I. For offenses against the Bando de Policía, Buen Gobierno y Justicia Cívica (Police, Good Government and Civic Justice Code). - That derive from conducts that constitute administrative offenses, in accordance with the amount specified in article 21 of the Political Constitution of the United Mexican States and the Bando de Policía, Buen Gobierno y Justicia Cívica for the Municipality of La Paz.

II. For violation of the Traffic Regulations for Safe Mobility: That the Civic Judge will know, qualify and resolve on the imposition of sanctions derived from conducts that constitute administrative offenses, according to the procedure for application of the sanctions specified in the Bando de Policía, Buen Gobierno y Justicia Cívica for the Municipality of La Paz, taking into consideration the tabulator agreed upon by the H. The person who has been determined to be in violation of the law shall be subject to the following penalties: the person who has been determined to be in violation of the Law of Finance for the Municipality of La Paz, in accordance to the magnitude of the offenses based on the Unit of Measurement and Updating and in compliance with the determinations of the Law of Finance for the Municipality of La Paz.

The person to whom a sanction has been determined and imposed for committing an administrative infraction to the present regulation, will have the right to go before the Civic Judge, within the following 15 calendar days, to the one of the elaboration of the ticket of administrative infraction, counted from the following day of the elaboration of the ticket, in order to express his disagreement and/or what to his right





is convenient and to request the development of a public hearing, fixed at that moment by the Civic Judge the date and hour of its accomplishment.

In the event that the person does not appear before the Civic Judge to express his disagreement and/or what he deems convenient and request the holding of the public hearing within the term foreseen in the previous paragraph, or if he does not attend the public hearing, the administrative infraction and the sanction will be considered as accepted. This will be notified in the infraction ticket by the municipal police officer.

The infractions issued by the municipal police will contain the following data:

1. Folio of the infraction ticket;
2. The facts constituting the infraction, as well as the place and date on which it was committed;
3. Data of the vehicle;
4. License number;
5. Name and address of the owner of the vehicle with which the infraction was committed, which appears in the corresponding vehicle registry;
6. Amount of the towing (towing);
7. 7. Grounds and motivation that originated the infraction;
8. 8. Name and signature of the Authority; and
9. Guarantee (license, vehicle or license plate).

In addition to the other requirements determined by the General Directorate to be indicated in the infraction ticket.

III. Temporary Suspension or Cancellation: Of the rights derived from licenses or special permits to drive motor vehicles.

ARTICLE 155.- For the application of the penalties for the infractions referred to in the preceding article, the Civic Judge, in addition to the circumstances specified in the Police, Good Government and Civic Justice Code, shall take into account:

- I. The primary character of the offending person;
- II. The age;
- III. The economic conditions of the offender, in compliance with his individual guarantees;
- IV. If the person was driving in excess of the speed limit, if he/she caused injuries or death to the victims of an accident in which he/she is guilty; and
- V. If there was opposition to the Municipal Police,
- VI. According to the magnitude of the risk or danger and the degree to which the infraction was committed.

ARTICLE 156.- The persons responsible for the commission of the infractions, which the Civic Judge shall hear, qualify and sanction, referred to in this chapter, shall be the drivers and owners of vehicles.





ARTICLE 157.- The penalties for violations of these regulations shall be imposed by the Civic Judge, in accordance with the procedure for the application of penalties set forth in the Police, Good Government and Civic Justice Code, as well as in accordance with the tabulator included in Article 175 of these regulations.

ARTICLE 158.- Fines imposed as penalties pursuant to these Regulations may only be subject to discounts, for which purpose the Civic Judge shall adhere to the provisions of the Bando de Policía, Buen Gobierno y Justicia Cívica of the Municipality of La Paz.

Chapter II: Temporary withdrawal of the license and cancellation of the license.

ARTICLE 159.- Driver's licenses issued under the terms of the law on the matter and of these Regulations may be collected, suspended and cancelled.

ARTICLE 160.- The Civic Judge shall have the power to determine when the license shall be withheld:

I.- The license shall be withheld:

- a) When the person holding the license, has been violated on more than five occasions in a period of five months, for driving vehicles exceeding the speed limits allowed, for doing so while intoxicated or under the influence of some narcotic drug, even when the conduct does not constitute a crime or when the holder has been responsible for two traffic events in the same period for the same circumstances, and when he has caused a road accident where the victims are seriously injured or have died;
- b) To the driver of a vehicle destined for public transportation service, who has been picked up more than three times in a period of one year, or has been violated more than five times in a period of six months;
- c) To the driver of a vehicle destined for public transportation or cargo service who drives in a state of drunkenness exposing passengers, cargo or third parties; and
- d) To the driver who abandons a motorized or animal-drawn vehicle on a road, in such a way as to cause damage.

The retention of the driver's license will be for six months in the cases. The Civic Court shall take the necessary steps to enforce the above measures, and shall also keep a record of each offended driver.

ARTICLE 161.- Drivers of motor vehicles who commit any infraction shall be required to present their respective driver's license and valid vehicle registration card to the Municipal Police, and once the infraction has been lifted, the documents presented





shall be returned to them. When they are registered before the Secretary of Finance of the State Government.

Chapter III: Detention of Motor Vehicles

ARTICLE 162.- A motor vehicle shall be detained in the following cases:

- a) when the motor vehicle lacks documentation such as a registration card, license plates and/or does not prove legal stay in the country;
- b) when the vehicle is parked obstructing a zebra or crosswalk, on the sidewalk, in a bicycle lane, in a handicapped person's box or on a corner, and the owner cannot be found to free the roadway, the vehicle shall be sent to the municipal impound lot; and
- c) when the driver is driving in an evident state of drunkenness, with proof of this by the corresponding means.

Said vehicles shall be sent to the municipal impound lot with chain of custody and the corresponding inventory of the insured unit, which must be signed by the offender, in the event he/she is unable to do so due to his/her condition, it must be signed by a person he/she trusts, and in the event there are not two witnesses present, once the driver proves to be the owner of the vehicle and prior to payment of the fines and expenses generated by the towing of the vehicle, it shall be returned to him/her.

ARTICLE 163.- The General Directorate may remove abandoned motor vehicles from the public road and deposit them in the municipal impound lots, or those that are invading sidewalks, pedestrian crosswalks, or bicycle lanes, and that do not comply with the provisions of the preceding article in its fractions. The owners may recover them upon payment of the corresponding dragging and infraction.

ARTICLE 164.- A vehicle shall be considered abandoned on the public road when it remains without movement for more than 5 days without the owner having given notice to the General Directorate by official letter, justifying the need for the vehicle to remain parked without movement for more than the hours allowed on the public road.

In case the vehicle remains parked on the public road for more than the allowed hours without any report justifying its action, the General Directorate will be notified by the General Directorate in the place where the vehicle is located so that the owner may remove it from the public road within the allowed hours. If the vehicle remains more than the allowed hours, it will be removed by the Municipal Police, which will be deposited in the municipal corral and will be returned once the owner and/or legitimate possessor is proven and must cover the expenses generated by the dragging of the vehicle and the corresponding fines.





Chapter IV: Sanctions through technological devices.

ARTICLE 165.- The authorities in the matter may make use, by themselves or through third parties, of technological devices or means to assist in the detection of the commission of infractions and the identification of the persons who commit them.

The information obtained through the use of technological devices may only be used for the punishment of offenses described in the Law and its Regulations; its use and handling shall be exclusive to the competent authorities, in accordance with the applicable provisions.

ARTICLE 167.- The technological devices or means shall be used by the authorities to evidence the following assumptions:

- I. The mechanics of events in case of traffic events;
- II. The speed in excess of the permitted limit for a vehicle;
- III. Lack of observance of road signs and signals; and
- IV. Any other contravention of the provisions of the Law and its Regulations.

ARTICLE 168.- The infractions imposed by the Municipal Police that have been previously corroborated by means of technological devices, upon compliance with the requirements set forth in these Regulations, shall be known, qualified and sanctioned by the Civic Judges.

ARTICLE 169.- For the purposes of this Chapter, the competent authorities shall be responsible for integrating an information base containing the identification data of the violators, for the collection of fines.

Infractions captured through technological devices or means shall be recorded in infraction tickets, which for their validity shall contain the following:

- I. License plate or registration number of the vehicle;
- II. Name and address of the owner of the vehicle with which the infraction was committed, which appears in the corresponding vehicle registry;
- III. The facts constituting the infraction, as well as the place and date on which it was committed;
- IV. Folio number of the infraction ticket;





- V. Grounds and reasons for the infraction;
- VI. Name of the device that captured the infraction; VII;
- VII. Photograph, recording or registry with which the infraction is demonstrated; and
- VIII. Name and autographic or certified electronic signature of the Authority.

ARTICLE 171.- In the case of violations of these Regulations captured by any technological device, the owner of the vehicle must be notified, who shall in any case be jointly and severally liable for the purposes of collecting the infraction.

ARTICLE 172.- Notifications may be made by electronic means implemented by the authority, or personally, by certified mail; when it is not possible to notify the person who owns the vehicle at the address, a second visit shall be made by the mail service; notwithstanding the foregoing, if it is not possible to obtain the signature of the addressee, the diligence shall be attended by the person who receives it on his behalf, or if they are not at the address, a record of this shall be made.

ARTICLE 173.- For the notifications mentioned in this Article, the Bando de Policía, Buen Gobierno y Justicia Cívica (Police, Good Government and Civic Justice Code) shall be applied in a supplementary manner.

ARTICLE 174.- In the case of vehicles registered in this or another Federal Entity, according to the provisions that exist in relation to fiscal coordination, the infractions may be made available and enforced by the corresponding Federal Entity.

Likewise, the municipal police may implement actions for the identification of the vehicle with which the infraction was committed through technological equipment or systems, and proceed to its detention for the notification of the respective infraction ticket.

In the case of drivers of motor vehicles registered in another Federal Entity, who commit or have committed an infraction to the Law or to these Regulations, captured by any technological device, when by these same means the vehicle is identified as circulating on roads under municipal jurisdiction, the municipal police shall proceed as follows:

- I. They shall indicate the driver to stop the vehicle;
- II. They shall identify themselves by means of an official credential with their name, which accredits them as a municipal police officer;





III. Point out to the driver that the vehicle he/she is driving has one or more records of an infraction committed and captured by a technological device;

IV. Request the driver to show the driver's license and registration card;

V. They shall issue the infraction ticket in accordance with Article 170 of this Regulation, proceeding to its notification, delivering the same to the interested party;

VI. At the time of delivering the infraction ticket to the driver, the violator may make the payment at the authorized place through authorized cashier's offices; or by means of the agreements entered into where the payment of said fines is authorized by the City Council, in the event that payment is not made, the municipal police officer may retain as a guarantee the traffic card, the driver's license of the violator or the license plate, until the respective payment is made.

ARTICLE 175.- The penalties for violations of these regulations shall be imposed by the Civic Judge, based on the Unit of Measurement and Updating in accordance with the following tabulator:

Clave	Artículo	Fracción o inciso	Concepto
1	104		Driving without License
2	162	b	Obstructing pedestrians crossing
3	43	XVI	Operating or activating cellular phones or any other transceiver device while driving the vehicle, except for drivers of emergency vehicles.
4	111	I	Driving under the influence
5	48	I)	Speeding
		II)	Speeding by photo fine:
		III)	For exceeding from 1 to 20 km/hr the maximum speed.
		IV)	For exceeding the maximum speed from 21 to 30 km/hr.
			For exceeding the maximum speed from 31 to 40 km/hr.
			For exceeding the maximum speed by more than 41 km/hr.





REGLAMENTO DE TRÁNSITO PARA LA MOVILIDAD SEGURA PARA EL MUNICIPIO DE LA PAZ, BAJA CALIFORNIA SUR.
BOGE #24 del 11 de abril de 2022.

		V)	
6	73		Go more than 15 kilometers in front of a school
7	161		Refusal to present license and registration card
8	29	I	Failure to obey the signs that regulate public roads, either by means of traffic control devices or by indications of the Municipal Police and in school zones by special devices.
	76		
9	27	V	Resorting to escape
10	27	VI	Faults to the agent
13	71	IV	Within 8 meters of all intersections and intersections of the road structure of the municipality;
		V	In places destined for cab, bus and bus loading and unloading zones legally authorized by the General Directorate;
		VII	In areas where there is a parking prohibition through vertical and horizontal signs referred to in these regulations;
			On roads of continuous circulation or in front of their accesses or exits;
			At less than 100 meters from a curve or a top without visibility;
		VIII.	In exclusive parking lots duly authorized by the General Management;
		IX.	
		XII	
14	71	XIV	Parking in parking lots, parking bays and ramps exclusively for people with disabilities.
15	71	XV	Parking in prohibited zones or in exclusive parking lots for commercial or private use authorized by the Municipal Security and Traffic Department.
		XVI	
17	43	X	Obstructing funeral procession
18	71	II	Double parking
19	163		Leaving unit on public road





REGLAMENTO DE TRÁNSITO PARA LA MOVILIDAD SEGURA PARA EL MUNICIPIO DE LA PAZ, BAJA CALIFORNIA SUR.
BOGE #24 del 11 de abril de 2022.

	164		
20	30	II	Failure to yield to pedestrians
21	50		Failure to yield to an emergency vehicle in operation
22	76		Bypassing stop signal from an agent
23	29	I	Running red light traffic lights
24	43	V	Overtaking a vehicle in the intersection
25	99	I, a)	Lack of lights in headlights
26	99	I, b)	Lack of red back light
27	99	I, d)	Lack of side lights when vehicle must have them
28	58	VI	Transit with high beams in the city and/or use lights that cause eye discomfort to other drivers.
30	34		Circulate in the opposite direction
	43	VI	
31	43	XII	Making a u-turn in a prohibited area
33	112		Transit without license plates
34	125		Transit with expired license plates
35	141		Transit with overlapping license plates
36	162	a)	Lack of registration card
	125		
37	132	V	Misuse of demonstration plates
40	125		Lack of circulation stickers in unit
41	56		Follow emergency unit
42	36	II y III	Traveling at low speed in passing lane
43	99	IV	Driving with a crashed windshield, as long as it impedes visibility or poses a driving risk.
44	58	IX	Lack of banner
45	37	III	False directional signing
46	99	V	Lack of side mirror





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BOGE #24 del 11 de abril de 2022.

47	71	I	Parking on a curb
48	99	VI	Transit with loud exhaust
50	99	XII	Failure to report change of ownership
51	71	X	Parking on the wrong way
52	46	a)	Failure to wear a protective helmet while riding a motorcycle
53	58	VI	Misuse of search lights
54	99	I. d)	Use red lights at the front
55	99	I.e)	Lack of light on plates
56	99	I. b)	Lack of red break light
57	99	I.d)	Lack of directional light
58	99	I. c)	Brakes in poor conditions
59	153	III	Improper horn use
60	153	I	Excessive smoke emission
61	99	V	Lack of rearview mirror
62	43	XIII.	Obstructing visibility on vehicle windows
63	99	IV	Lack of windshield wipers
64	99	XII	Failure to give notice of change of address
65	99	XIII	Failure to give notice of modifications change of bodywork
66	137 139 140		Poor plate placement
67	150		Poor sticker placement

LIC. LUIS PÉREZ VERA
 AUTORIZADO POR EL TRIBUNAL SUPERIOR DE JUSTICIA Y DEL CONSEJO DE LA JUDICATURA DEL PODER JUDICIAL DEL ESTADO DE BAJA CALIFORNIA SUR
 DICIEMBRE/SECI/100/2020
 DEL 05/09/2020
 PERITADO/TRANSDUCTOR



REGLAMENTO DE TRÁNSITO PARA LA MOVILIDAD SEGURA PARA EL MUNICIPIO DE LA PAZ, BAJA CALIFORNIA SUR.
BOGE #24 del 11 de abril de 2022.

68	125		Using another vehicle's registration card
69	150		Using another vehicle's decal
70	43	XIX	Allowing another person outside the vehicle to drive when due to visible health or any other circumstances his physical or mental faculties are diminished.
71	153	II	Throwing objects or garbage on public streets
72	99	IV	Carrying objects that obstruct visibility
78	43	XVIII	Driving in a non-optimal physical and/or mental condition
80	140		Towing vehicle without authorization
81	43	XII	Making a U-turn in a non-permitted place
82	112		Presenting an illegible vehicle registration card
83	43	XVII	Transit with just one plate
84	141		Transit with illegible plates.
85	58	XIII	Lack of a permit to transport or drive heavy machinery within urban areas
89	43	II	Carrying bags in your arms while driving
90	43	II	Carrying people in your arms while driving
91	153	III	Produce unnecessary or unauthorized noise (those produced outside the hours and volume allowed by the municipal authority, with loudspeakers, including those produced by mobile units delivering gas, water and other products offered to the public, as well as any other unnecessary or unauthorized source of sound).
92	45	I, II, III	Failure to keep the required distance
93	30 31	II	Untimely lane changes
94	43	XI	Reversing more than allowed (10 meters)
95	43	X	Pass over fire hose





REGLAMENTO DE TRÁNSITO PARA LA MOVILIDAD SEGURA PARA EL MUNICIPIO DE LA PAZ, BAJA CALIFORNIA SUR.
BOGE #24 del 11 de abril de 2022.

96	30	II	Obstructing an intersection at a crosswalk
97	43	XX	Abrupt braking without caution
98	35 37	III a),b),c),d), e), f)	Turning without prior signal
99	43	IX	Engaging in speeding competition on public roads
100	43	V	Overtaking a vehicle in a zebra or pedestrian zone
101	46	b)	Overtaking a line of vehicles
102	39	II b)	Prevent overtaking by increasing speed
103	40	II	Overtaking vehicles on the shoulder
104	71	I	Parking on the sidewalk (curb)
105	71	III	Parking in front of a garage
106	71	XI	Parking in front of a fire hydrant
107	71	VI	Parking in front of fire department and ambulance
109	119		Transporting passengers in a bus while drunk and/or drugged while driving.
112	43	II	Transporting more than 2 persons in the cabin of a cargo vehicle, for each one
113	58	IX	Transporting cargo that is not duly flagged
115	43	XXII	Painting bodywork with official and emergency service colors
116	61	I	Establish site in unauthorized location
117	43	IX	Skidding with burning tire
118	27	VII	Bribery attempt
121	35		Maneuvering to enter businesses obstructing circulation
123	43	XXIII	Executing a turn while speeding and skidding
124	71	XIII	Parking heavy trucks in the city's main square
125	128		Foreign infringement
126	111	II	Drinking intoxicating beverages in a vehicle
127	42		Passing stop sign (signaling)





REGLAMENTO DE TRÁNSITO PARA LA MOVILIDAD SEGURA PARA EL MUNICIPIO DE LA PAZ, BAJA CALIFORNIA SUR.
BOGE #24 del 11 de abril de 2022.

	43 29 45	XII I,II,III	
128	30 33 35	IV y V	Failure to yield to a vehicle in the right-of-way
129	43	VII	Not wearing seat belts
130	27	V	Failure to Preserve the scene of the crime scene
133	50 51		Obstructing the passage of an emergency vehicle
136	153	I	Contamination with fumes, odors and toxic particulates and volatile substances suspended in the air
137	43	VIII	Contamination by urban solid waste on properties and in homes
138	58 152 153	VIII I	Carrying out activities that generate pollution without adequate mitigation measures.
139	153	III	Produce noise by any means, whether stationary or mobile sources, that exceeds the limits allowed by Mexican Official Standards and that also causes nuisance or disturbs the tranquility of people.
144	58	III	Move aside or separate parking spaces on public streets or place objects that obstruct parking.
145	40	I	Passing in the lane of traffic on curves, hills, overpasses, bridges, intersections or crossroads, in school zones and with a continuous center line on the pavement.
146	43 40	V V	Passing stopped vehicles while yielding the right-of-way to pedestrians





147	43	II	Transporting more than two passengers in the front seat in any type of vehicle, in the case of an individual seat.
148	43	XXI	Manifesting an evident behavior of harassment towards other drivers by misusing the vehicle he/she is driving or its horn.
149	43	XVI	Driving the vehicle with a television set on, located on the dashboard, front seat or attached to the vehicle, in such a way that the driver of the vehicle is distracted by watching the television screen.
150	43	XIII	Cover the front window or windshield of any tinted glass that obstructs visibility.
151	43	VIII	Parking in a forbidden place, simulating a mechanical failure
152	58	XV	Repair of vehicles on the public road, by repair shops or negotiations
173	60		Using the public road as a lot for vehicle sales
174	142 163 162	b)	Parking vehicle on bicycle lane



10th Title: Administrative Appeals

ARTICLE 176.- Against the resolutions imposing sanctions pursuant to the provisions of these Regulations, the affected persons may file an appeal for revocation. The appeal for revocation shall be filed in writing before the Municipal President, within three working days following the date on which the resolution is notified.

ARTICLE 177.- The corresponding elements of proof shall be attached to the document by means of which the appeal for revocation is filed, among which the confrontation with the Municipal Police who took the infraction shall be considered, with the exception of confessional evidence.



ARTICLE 178.- The council shall be competent to evaluate the evidence attached to the appeal for revocation, as well as to issue a resolution thereof, within twenty working days following the date of receipt of the appeal, and shall communicate said determination to the affected party and to the corresponding authority within a term not to exceed five working days.

ARTICLE 179.- For all matters not provided for in this Title, the Law of Administrative Procedures for the State and Municipalities of Baja California Sur, as well as the Law of Police, Good Government and Civic Justice in matters of administrative appeals, shall be applied supplementary.





TRANSITORY

Article One. - These Regulations shall become effective as of the day following their publication in the Official Gazette of the Government of the State of Baja California Sur.

Article Two. - The Traffic Regulations for the Municipality of La Paz, Baja California Sur are hereby repealed.

Article Three: The photo fine systems and parking management systems shall enter into effect once they are approved by the authorities, within a term not to exceed 150 calendar days after the publication of these regulations.

Article Four: Upon the entry into force of the amendment, all provisions that oppose this Regulation shall be repealed.

Article Five. - The Secretary General is hereby instructed to forward it to the Information Technology Department so that it may be published in the official web page and in the mobile application of the City Council, in Spanish and English.

Article Six. - The Secretary General is hereby instructed to forward the present regulation to the General Directorate of Public Safety, Preventive Police and Municipal Transit so that the present regulation may be given to the new drivers in such form as may be considered prior to the analysis of the Directorate itself.

Article Seven.- The Secretary General is hereby instructed to forward the present regulation to the Directorate of Information Technology for its publication in the official gazette of the City Hall.

"GIVEN IN THE MEETING ROOM OF THE TOWN COUNCIL OF THE HONORABLE XVII TOWN COUNCIL OF LA PAZ, STATE OF BAJA CALIFORNIA SUR, ON THE EIGHTEENTH DAY OF MARCH OF THE MONTH OF TWO THOUSAND TWENTY-TWO.

ING. MILENA PAOLA QUIROGA ROMERO
PRESIDENTA MUNICIPAL





C. ROGELIO ALFONSO MARTÍNEZ
MAYORAL
SÍNDICO MUNICIPAL

C. MA. TERESA RUÍZ SOTO
PRIMERA REGIDORA

LIC. NESTOR ALEJANDRO ARAIZA
CASTELLÓN
SEGUNDO REGIDOR

LIC. PERLA IVETTE CARREÓN SOLÍS
TERCERA REGIDORA

PROF. ROGELIO RAMOS GÓMEZ
CUARTO REGIDOR

LIC. OSIRIS DEL CARMEN LARA RAMOS
QUINTA REGIDORA

C. HOMERO MONTAÑO ANGULO
SEXTO REGIDOR

C. JUANA MEJÍA CARMONA
SÉPTIMA REGIDORA

C. LUIS ENRIQUE LUCERO MEZA
OCTAVO REGIDOR

C. ABIMAEEL IBARRA ABUNDEZ
NOVENO REGIDOR





C. JAZMÍN ESTRELLA RUÍZ COTA
DÉCIMA REGIDORA

LIC. YADANE GARCÍA CARRAZCO
DÉCIMA PRIMERA REGIDORA

LIC. LUGARDA GUADALUPE LEÓN
LUCERO
DÉCIMA SEGUNDA REGIDORA

C. ESTUARDO GONZÁLEZ RODRÍGUEZ
DÉCIMO TERCER REGIDOR

C. ALEJANDRO IVÁN MOTA TRASVIÑA
SECRETARIO GENERAL MUNICIPAL



THE SIGNER, LUIS PREZAS VERA, SWORN TRANSLATOR WITH PROFESSIONAL CERTIFICATE NUMBER 3928562 ISSUED BY THE GENERAL DEPARTMENT OF PROFESSIONS OF THE MEXICAN EDUCATION DEPARTMENT, PROFESSIONAL TRANSLATOR AND INTERPRETER, SPANISH - ENGLISH / ENGLISH SPANISH, SPANISH- FRENCH / FRENCH SPANISH, AUTHORIZED IN COMPLIANCE TO ARTICLES 126, 127, 129 AND 130 OF THE ORGANIC LAW OF THE JUDICIAL POWER OF THE STATE OF BAJA CALIFORNIA SUR, IN RELATION TO ARTICLE 91 OF THE INTERNAL NORMS OF THE JUDICIAL COUNCIL, ACCORDING TO OFFICE SGATSJ-SECJ / 1000/2020; PROFESSIONAL TRANSLATOR AND INTERPRETER REGISTERED AND AUTHORIZED BY THE MEXICAN FEDERAL JUDICIARY COUNCIL, GENERAL DIRECTION OF JURIDICAL AFFAIRS UNDER NUMBER P. 1191-2020, HEREBY CERTIFIES THAT FOREGOING INSTRUMENT IS A TRUE AND CORRECT TRANSLATION OF THE **SAFE MOBILITY TRAFFIC REGULATIONS FOR THE MUNICIPALITY OF LA PAZ, BAJA CALIFORNIA SUR, ISSUED BY THE HONORABLE XVII CITY COUNCIL OF LA PAZ, STATE OF BAJA CALIFORNIA SUR, MEXICO.** THE ORIGINAL DOCUMENT WAS PRESENTED BEFORE ME, NOT SHOWING ANY EVIDENT ALTERATION OR ERASURE, AND WAS ORIGINALLY WRITTEN IN THE SPANISH LANGUAGE, PRINTED ON INSTITUTIONAL PAPER. THIS TRANSLATION WAS PREPARED ON SEVENTY-ONE PAGES, THIS 21st DAY OF APRIL 2022 AT LA PAZ, STATE OF BAJA CALIFORNIA SUR, MEXICO. FOR NOT HAVING PARTICIPATED IN THE CREATION AND/OR FORMULATION OF THE ORIGINAL TEXT, THIS TRANSLATED VERSION DOES NOT CERTIFY THE VALIDITY OR LEGAL STATUS OF THE ORIGINAL DOCUMENT.



LUIS PREZAS VERA
SWORN TRANSLATOR
luisprezas@hotmail.com/ +52 612 2032402