

Fiscal impact reports (FIRs) are prepared by the Legislative Finance Committee (LFC) for standing finance committees of the Legislature. LFC does not assume responsibility for the accuracy of these reports if they are used for other purposes.

FISCAL IMPACT REPORT

LAST UPDATED _____

SPONSOR Sen. Sedillo Lopez/Rep. Herndon ORIGINAL DATE 01/31/2025

BILL

SHORT TITLE Require Bicycle Stops for Safety NUMBER Senate Bill 73

ANALYST Chilton

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT*

(dollars in thousands)

Agency/Program	FY25	FY26	FY27	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
DPS	No fiscal Impact	Indeterminate but minimal	Indeterminate but minimal	Indeterminate but minimal	Nonrecurring	General Fund

Parentheses () indicate expenditure decreases.
 *Amounts reflect most recent analysis of this legislation.

Sources of Information

LFC Files

Agency Analysis Received From
 Department of Health (DOH)
 Department of Public Safety (DPS)

Agency Analysis was Solicited but Not Received From
 Department of Transportation (DOT)
 Municipal League (ML)

SUMMARY

Synopsis of Senate Bill 73

Senate Bill 73 would modify provisions of Sections 66-3 and 66-7 NMSA 1978 which deal with traffic regulations for motor vehicles. The new provisions would enable a bicyclist to legally pass through a red light at an intersection after having stopped to make sure that it was safe to do so (and without waiting for a green light) and to proceed through an intersection past a stop sign without stopping if no one was approaching from the crossing streets. If safety required a stop at an intersection with a stop sign, the bicyclist would be required to stop short of a stop line, a crosswalk, or before entering the intersection.

The effective date of this bill is July 1, 2025.

FISCAL IMPLICATIONS

There is no appropriation in SB73. There may be minimal costs in publishing and disseminating information about the provisions of this bill.

SIGNIFICANT ISSUES

According to the federal National Highway Traffic Safety Administration (NHTSA) in 2023, eight states, beginning with Idaho in 1982, had passed laws similar to SB73. What is often called an “Idaho Stop” refers to cyclists treating stop signs as yield signs and red lights as stop signs.

Communities across the United States have been exploring ways to increase bicyclist safety and reduce confusion in potentially hazardous and high-risk situations. Many States have enacted bicycle safety laws to enhance safety and protect all road users. For example, bicyclist stop-as-yield laws allow bicyclists to treat stop signs as yield signs and/or red-light signals as stop signs. These laws allow bicyclists to mitigate risk to their advantage. “Stopping discourages bicycling, substantially increasing time, energy expenditure, discomfort, risk of collisions, and risk for strain and overuse injuries.

[NHTSA](#) goes on to indicate that passage of these laws, when studied in Idaho and in Delaware, has been associated with a decrease in bicyclist injuries from traffic crashes of 14.5 percent in Idaho and 23 percent in Delaware.

DPS makes the following points:

Requiring cyclists to stop or yield at intersections or wait for traffic signals to change where there is no traffic or apparent danger can be unnecessarily disruptive to the flow of a bicyclist’s ride and may potentially lead to accidents from abrupt starts or stops. This bill aligns with laws that allow pedestrians not to have to stop or yield if there is no approaching traffic.

DPS is concerned about the possibility that a bicyclist may misjudge the state of oncoming traffic and possibly cause an accident by not yielding, stopping, or waiting for a traffic signal to change. However, in intersections with clear visibility, there should be little issue.

LAC/hj