

LFC Requestor: SIMON, Joseph

2025 LEGISLATIVE SESSION
AGENCY BILL ANALYSIS

Section I: General

Chamber: Senate

Category: Bill

Number: 73

Type: Introduced

Date (of THIS analysis): 1/24/2025

Sponsor(s): Antoinette Sedillo Lopez

Short Title: REQUIRE BICYCLE STOPS FOR SAFETY

Reviewing Agency: Agency 665 - Department of Health

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Section II: Fiscal Impact

APPROPRIATION (dollars in thousands)

Appropriation Contained		Recurring or Nonrecurring	Fund Affected
FY 25	FY 26		
\$0	\$0	NA	NA

REVENUE (dollars in thousands)

Estimated Revenue			Recurring or Nonrecurring	Fund Affected
FY 25	FY 26	FY 27		
\$0	\$0	NA	NA	\$0

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

	FY 25	FY 26	FY 27	3 Year Total Cost	Recurring or Non-recurring	Fund Affected
Total	\$0	\$0	\$0	\$0	NA	NA

Section III: Relationship to other legislation

Duplicates: None

Conflicts with: None

Companion to: None

Relates to: None

Section IV: Narrative

1. BILL SUMMARY

a) Synopsis

Senate Bill 73 (SB0073) proposes to amend section 66-3-702 NMSA 1978 to:

- Require a person riding a bicycle and approaching a stop sign or a yield sign to stop when required for safety.

Is this an amendment or substitution? Yes No

Is there an emergency clause? Yes No

b) Significant Issues

Stop-as-Yield and Stop Light data for Cyclists

- Bicyclists stop-as-yeild laws allow cyclists to mitigate risk to their advantage, increase their visibility to drivers and reduce exposure.
- One study cites research showing that pedestrians and bicyclists exert more care and attention before crossing red signals than green (Leth, U., Frey, H., & Brezina, T. (2014, April). [\(PDF\) Innovative approaches of promoting non-motorized transport in cities](#))
- A naturalistic study of bicyclists in Florida’s Tampa Bay area found that bicyclists highly complied with general traffic rules (88.1% in the daytime, 87.5% at night). In contrast, drivers were mostly noncompliant with the law on yielding to bicyclists’ right-of-way (Lin, P.-S., Kourtellis, A., Katkooori, S., Chen, C., & Cruse, L. (2017, November [Observation Survey and Public Opinion Survey of Pedestrians and Bicyclists](#))
- There is no evidence showing bicyclist stop-as yeild laws have increased bike conflicts with other bikes or pedestrians.
- When bicyclists can maintain a safe but precautionary momentum through an intersection, it allows continuous traffic flow.
- Bicyclists stop-as-yeild laws decriminalize a riding behavior, possibly encouraging more ridership. More bicyclists on the roadway traveling together increases their visibility and attention by motorists, a concept referred to as “Safety in Numbers”

(SIN). Studies of SIN show motorists drive more cautiously, and bicyclists are safer on roads when traveling with a higher volume of bicyclists. (Meggs, J. N. (2010, August). Bicycle safety and choice: Compounded public cobenefits of the Idaho law relaxing stop requirements for cycling. <https://denver.streetsblog.org/wp-content/uploads/sites/14/2018/02/idaho-law-jasonmeggs-2010version-2.pdf>) ([Bicyclist Yield As Stop Fact Sheet](#))

States with Similar Laws

- Stop as yield has been passed in 12 states and Washington DC including
 - Idaho, Delaware, Arkansas, Oregon, Washington, Utah, North Dakota, Oklahoma, Colorado, Washington DC, Minnesota, and Alaska.
- Redlight as Stop laws have been passed in 5 states including:
 - Idaho, Arkansas, Oklahoma, Colorado, and Alaska ([Do Cyclists Have to Stop at Stop Signs? \[Updated for 2024\]](#))
- For more than 30 years Idaho was the only state to allow bicyclists to treat stop signs as yield signs. Evidence about the safety of stop-as-yield behavior has not been widely researched, but Idaho has the third best safety record in terms of bicyclist fatalities per 10,000 bicycle commuters in the United States based upon fatality and commuter data from 2011-2015. This is despite spending fewer federal transportation funds on biking and walking than all but three states. ([IdahoStop-DelawareYield 8 2018.pdf](#))

2. PERFORMANCE IMPLICATIONS

- Does this bill impact the current delivery of NMDOH services or operations?
 Yes No
If yes, describe how.
- Is this proposal related to the NMDOH Strategic Plan? Yes No
 - Goal 1:** We expand equitable access to services for all New Mexicans
 - Goal 2:** We ensure safety in New Mexico healthcare environments
 - Goal 3:** We improve health status for all New Mexicans
 - Goal 4:** We support each other by promoting an environment of mutual respect, trust, open communication, and needed resources for staff to serve New Mexicans and to grow and reach their professional goals

3. FISCAL IMPLICATIONS

- If there is an appropriation, is it included in the Executive Budget Request?
 Yes No N/A
- If there is an appropriation, is it included in the LFC Budget Request?
 Yes No N/A
- Does this bill have a fiscal impact on NMDOH? Yes No

4. ADMINISTRATIVE IMPLICATIONS

Will this bill have an administrative impact on NMDOH? Yes No

5. DUPLICATION, CONFLICT, COMPANIONSHIP OR RELATIONSHIP

None

6. TECHNICAL ISSUES

Are there technical issues with the bill? Yes No

7. LEGAL/REGULATORY ISSUES (OTHER SUBSTANTIVE ISSUES)

- Will administrative rules need to be updated or new rules written? Yes No
- Have there been changes in federal/state/local laws and regulations that make this legislation necessary (or unnecessary)? Yes No
- Does this bill conflict with federal grant requirements or associated regulations?
 Yes No
- Are there any legal problems or conflicts with existing laws, regulations, policies, or programs? Yes No

8. DISPARITIES ISSUES

- From 2018-2022 in New Mexico Men (1266 injuries) were more likely to experience a bicycle crash than females (259 injuries).
- From 2018-2022 in New Mexico Caucasians were the most likely to be involved in a bicycle crash (535 injuries), followed by Hispanics (405 injuries), followed by other race (312 injuries).
- From 2018-2022 in New Mexico the age group with the highest number of crashes was 25-29 year olds (151 injuries), followed by 15-19 year olds (140 injuries), and 30-34 year olds (136 injuries) ([Pedalcyclists Dashboard :: Geospatial and Population Studies | The University of New Mexico](#))
- Nationwide in 2022 adults ages 55-69 have the highest bicycle death rates.
- Nationwide in 2022 adolescents, teens and young adults have the highest rates of bicycle-related injuries treated in emergency departments (EDs). People ages 10-24 account for nearly one-third of all bicycle-related injuries seen in US EDs.
- Nationwide in 2022 male bicyclists have death rates 6 times higher and injury rates 5 times higher than females.
([CDC WISQARS - Web-based Injury Statistics Query and Reporting System](#)).

9. HEALTH IMPACT(S)

Bicycle Safety in New Mexico and the United States

- From 2018 to 2022 there were 1,525 total pedal cyclists in crashes. Of those in crashes 38 were killed, 108 were classified as class A injuries where the victim was incapacitated and needed to be carried or helped from the scene, 706 were considered class B injuries where the victim was visibly injured but was able to walk away under their own power, 504 were considered Class C injury where the victim indicated complaints of pain but there were no visible injuries, and 169 were classified as Class O injuries where there was no apparent injury. ([Pedalcyclists Dashboard :: Geospatial and Population Studies | The University of New Mexico](#))
- Nearly 1,000 bicyclists die and over 130,000 are injured in crashes that occur on roads in the United States every year.

- Bicycle trips make up 1% of all trips in the United States. However, bicyclists account for over 2% of people who die in a crash involving a motor vehicle on our nation's roads.
- The costs of bicycle injuries and deaths from crashes exceed \$23 billion in the United States each year. These costs include spending on health care and lost work productivity, as well as estimated costs for lost quality of life and lives lost.
- About 64% of bicyclist deaths occur on sections of roads away from intersections (where higher speeds might occur) and 27% occur at intersections.
([Bicycle Safety | Pedestrian, Bicycle, and Motorcycle Safety | CDC](#))

10. ALTERNATIVES

None

11. WHAT WILL BE THE CONSEQUENCES OF NOT ENACTING THIS BILL?

If Senate Bill 73 does not pass there will be now amendment to section 66-3-702 NMSA 1978 requiring a person riding a bicycle and approaching a stop sign or a yield sign to stop when required for safety.

12. AMENDMENTS

None