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Resolution Title: Bicyclists May Treat Stop Signs as Yield Signs and Stop Lights as Stop Signs.

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WHEREAS the transportation sector of the US economy is the single largest domestic contributor to climate change, accounting for more than 33% of greenhouse gas emissions in 2019 [1], and bicycling for transportation reduces CO2 emissions by more than 84% [2] while eliminating particulate and noise pollution; and

WHEREAS lack of safety and convenience caused by inadequate infrastructure and policy are two of the biggest barriers to broader adoption of cycling for transportation; and

WHEREAS Nearly a quarter of accidents involving bicyclists occur at intersections [3], and

WHEREAS It has been shown that allowing cyclists to treat stop signs as yield signs and red lights as stop signs has reduced accidents between 14.5% and 23% after such laws have been implemented [3]; and

WHEREAS Frequent stops at intersections in the absence of conflicting traffic just to comply with existing laws waste energy and make cycling more difficult [4]; and

WHEREAS Because of the increased safety seen in treating stop signs as yield signs, it has been found that only 1 of 25 cyclists comply with current law [5].

THEREFORE, BE IT RESOLVED that the Democratic Party of New Mexico (DPNM) strongly urges the State of New Mexico, through rewriting **66-3-705**, pass legislation implementing a comprehensive law allowing cyclists to treat stop signs as yield signs (“Stop-As-Yield”) and red lights as stop signs (“Red-Light-as-Stop”), commonly known as an “Idaho Stop” law; and

BE IT FURTHER RESOLVED that the DPNM urges the State Government to implement the law statewide to avoid a confusing patchwork of municipal laws; and

BE IT FURTHER RESOLVED that the DPNM, recommends that the new law include provisions for a public education campaign directed at cyclists, drivers, and law enforcement to inform them about the new law.

[1] [Climate Action | US Department of Transportation](#)

[2] Christian Brand, Evi Dons, Esther Anaya-Boig, Ione Avila-Palencia, Anna Clark, Audrey de Nazelle, Mireia Gascon, Mailin Gaupp-Berghausen, Regine Gerike, Thomas Götschi, Francesco Iacorossi, Sonja Kahlmeier, Michelle Laemans, Mark J Nieuwenhuijsen, Juan Pablo Orjuela, Francesca Racioppi, Elisabeth Raser, David Rojas-Rueda, Arnout Standaert, Erik Stigell, Simona Sulikova, Sandra Wegener, Luc Int Panis, "The climate change mitigation effects of daily active travel in cities," *Transportation Research Part D: Transport and Environment*, Volume 93, <https://www.sciencedirect.com/science/article/pii/S1361920921000687>

[3] <https://www.nhtsa.gov/sites/nhtsa.gov/files/2022-03/Bicyclist-Yield-As-Stop-Fact-Sheet-032422-v3-tag.pdf>

[4] Fajans, Joel (2001). "[Why Bicyclists Hate Stop Signs](#)". *Environmental & Architectural Phenomenology Newsletter*. Archived from [the original](#) on July 23, 2016. Retrieved May 20, 2016.

[5] <https://las.depaul.edu/centers-and-institutes/chaddick-institute-for-metropolitan-development/research-and-publications/Documents/PoliciesForPedaling-120816-FNL.pdf>