



NO ON SB 905

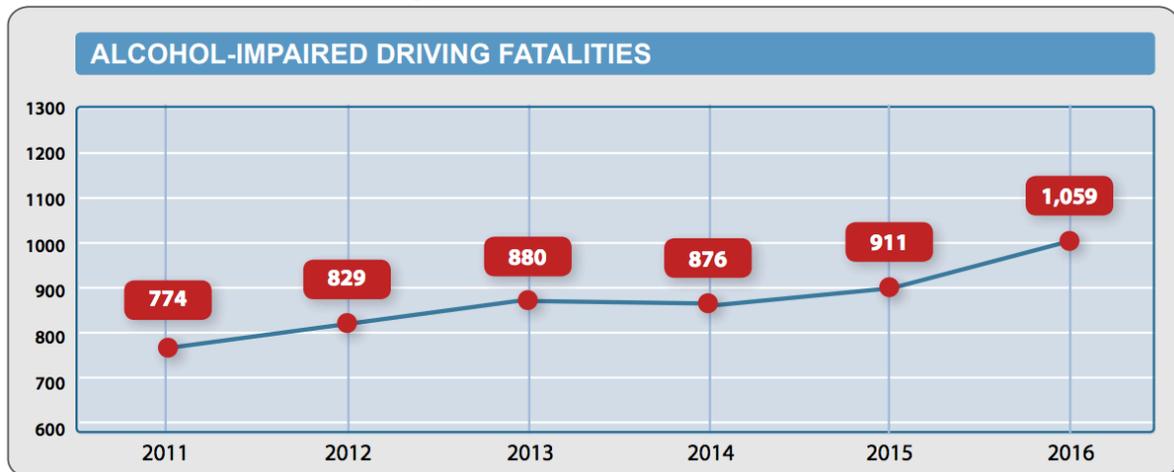
4 A.M. Means No Safety, No Peace, No Control



On November 28th, 2017, State Sen. Scott Wiener declared his intention to pass SB 905, allowing six major cities in California to extend last call hours until 4 a.m. This bill, like others that have stalled out in sessions, will spread overconsumption, loss of life, injury, and nuisance across the state. Californian lives depend on legislators understanding the stakes.

1. Alcohol-related crashes

- Fatal DUI is a chronic, worsening problem for California.



Source: CA Office of Traffic Safety, 2017.

- Between 2014 and 2016, alcohol-related crash deaths rose 21%.
- The U.S. Community Preventive Services Task Force found that every 2-hour increase in last-call times results in greater vehicle crash injuries and E.R. admissions. (Hahn et al., 2010)
- This has been observed in multiple Western countries across multiple decades. (Chikritzhs & Stockwell, 2006; Vingilis et al., 2006)
- First-time DUIs in New York State were more likely to be observed in counties with later trading hours (Schofield & Denson, 2013). Extended last call times both attract remote customers and encourage overconsumption.

2. Fatigue and alcohol

- 2 hours of service matter regardless of drivers drinking to excess or maintaining a legal BAC.
- Studies show that sleep deprivation can impair driving as severely as alcohol intoxication (Williamson & Feyer, 2000). However, the two can be cumulative (Arnedt et al. 2009).
- This means that sleep-impaired drivers can be severely impaired even with a BAC under .08.
- This has been seen in real-world studies. In Chikritzhs & Stockwell, 2006, customers leaving bars with later last calls were involved in more collisions but had the same average BAC.
- Because alcohol's euphoric effects can create feelings of stimulation as BAC increases, the fatigue can be masked. Drivers can already be on the freeway before exhaustion sets in.



California Alcohol Policy Alliance

3. The Splash Effect

- There is no such thing as “local control” in alcohol policy. The harm from one city’s decision to change last-call times splashes over every surrounding community.
- Vingilis et al. (2006) observed that earlier last-call times in Canada led to Canadian drivers getting in crashes in bordering U.S. cities.
- Ventura County officials observed that drivers receiving a DUI had traveled an average of 7 miles before being arrested. (Maximum 150 miles; VCBH 2017.)
- In Ventura, plenty of drunk drivers cross county lines. 10% of underage DUI arrests were returning from Hollywood. Approximately 15% of 21-25 year olds were coming from Hollywood or Santa Barbara. (VCBH 2009.)
- With 4 a.m. last calls, these “drunk commuters” will still be on the road during morning rush hours. This puts workday drivers at risk and increases the economic damage from crashes.
- Late last calls are ostensibly aimed at hospitality industry, but there are no guarantee that tourists will remain in walking/ride-share distance of nightlife spots. For example, only 42% of tourists in SF spend the night in SF (San Francisco Travel Association, 2016).
- We have created “Splash Zone” maps for the regions surrounding the cities that will enact last call times. The red circle is 7 miles, the average travel for a drunk driver according to Ventura County. The yellow circle is 40 miles, the approximate distance a driver could travel in 1 hour.

5. Violence, injury, and emergency services

- Across counties in New York State, each additional hour of permitted liquor sales was associated with 4.75 more violent crimes per 100,000 residents. (Schofield & Denson, 2013)
- Violence cost NY state nearly \$200 million annually, not including New York City. (ibid.)
- In Australia, earlier last call times in entertainment districts reduced violence by up to 45%. (Menendez, Kypri & Weatherburn 2017). Conversely, later last calls were associated with a 50% rise. (Chikritzhs & Stockwell 2002).
- Later last calls move violence and injury further into the early morning hours (Humphreys, Eisner & Wiebe 2013), disrupting ERs and providing lower quality of care for all admission.

4. Uber will not save us

- California public transit is insufficient to deal with late-night drinking. Although ride-sharing services are growing in popularity, their abilities to mitigate DUI are moderate at best.
- The most optimistic estimates show that ride-sharing reduces alcohol-related vehicle fatalities by only 6%--and these benefits disappear during surge pricing. (Greenwood & Wattal, 2015)
- More recent studies dispute any reduction in traffic deaths. (Brazil & Kirk, 2016)
- Recent research on ride-sharing use shows Uber and Lyft will not help with the Splash Effect. Only 7% of suburban residents use ride-sharing to travel. (Clewlow & Mishra, 2017)
- The late-night partiers involved in catastrophic freeway-speed crashes are likely to be the ones driving in from adjoining suburbs.

For more information, please contact

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