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Supporting City Sideshow Prevention Efforts with Pilot Engineering Treatments at Heavily Impacted Locations

Sideways and related dangerous driving behaviors including “donuts” are a significant safety and quality of life concern for Oakland residents – as well as the region, are impacting our streets, and are a vexing challenge for local governments.

Background

There is **no established best practice** or evidence of effective engineering treatments to prevent this type of dangerous driving behavior, and any of the hundreds of intersections in Oakland are theoretically a potential location for sideways, “donuts” or stunt driving. The City of Oakland has been working with agencies throughout the region to develop, test and implement strategies to mitigate this growing concern.

Because there are no established best-practice strategies to prevent sideways, the City has embarked on an inter-departmental pilot led by the Oakland Police Department (OPD) and the City Administrator’s Office with support from the Oakland Department of Transportation (OakDOT) to see if we can implement engineering strategies to support enforcement efforts at some of the most impacted intersections in Oakland.

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Director Fred Kelley.

Pilot Projects

Updated: March, 2022

The pilot focuses on installing engineering treatments to try to prevent sideshows/donuts/dangerous driving at locations identified as heavily impacted by OPD, depicted in the map below. The 10 locations identified by OPD and the current status for each are as follows:

1. **35th Avenue/MacArthur:** OakDOT's installation of hardened centerlines and Botts' dots was completed on July 9, 2021.
2. **Fairfax/Foothill:** OakDOT's installation of hardened centerlines and Botts' dots was completed August 18th, 2021.
3. **High/MacArthur:** OakDOT's installation of hardened centerlines and Botts' dots was completed October 15th, 2021.
4. ***42nd Avenue/International Blvd:** OakDOT is working on a revised proposal that includes hardened centerlines for Caltrans review that is consistent with their allowed materials (this is their right-of-way)
5. ***42nd Avenue under I-880 (known as "the Pit"):** OakDOT will be addressing this location after 42nd Avenue/International Boulevard. Proposed treatments will be sent to Caltrans for approval.
6. **106th Ave/MacArthur:** installation planned for late Spring
7. **55th Ave/Foothill:** installation planned for late Spring
8. **82nd Ave/MacArthur:** installation planned for late Spring
9. **Seminary Ave/MacArthur:** installation planned for late Spring.
10. ***82nd Ave/International:** Intersection in Caltrans right-of-way with treatments subject to state approval

*Intersection in Caltrans right-of-way with treatments subject to state approval

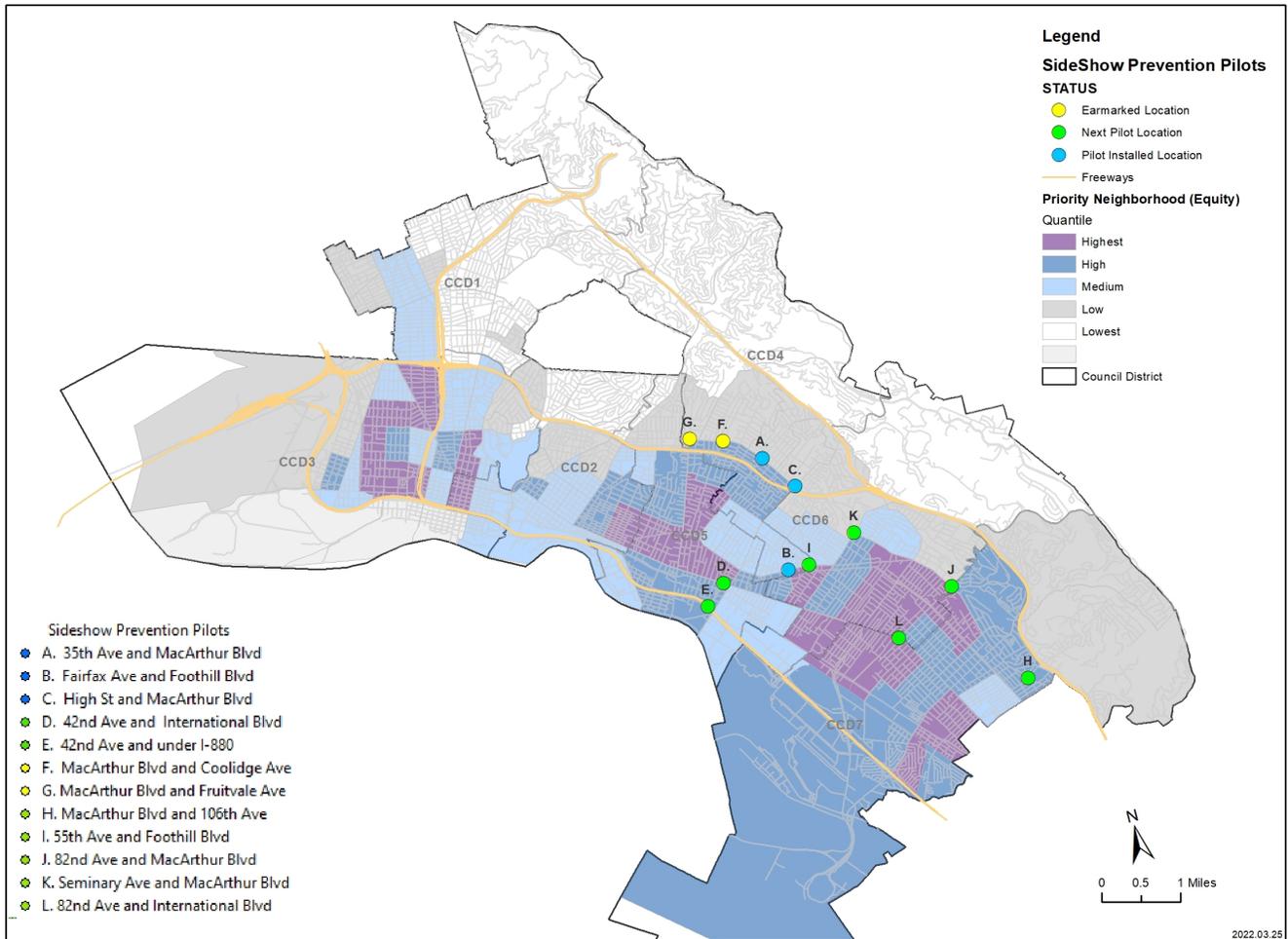
In addition to the above ten intersections, the District 4 Council office [Skip to content](#) identified two more locations for sideshow prevention



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MacArthur/Fruitvale and are also represented in the map, below. The status of those earmarks is detailed [in this table](#) on the above webpage, and analysis is underway re: what would be feasible.

Sideshow Prevention Pilot Locations, City of Oakland



Map of Pilot and Earmarked Sideshow Prevention Treatment Locations updated March 2022

Treatments

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Hardened centerline treatment with safe-hit posts

Hardened Centerlines are mini rubber speed bumps, plastic curb, and delineators placed on the top of street centerlines. This treatment works to reduce the area in the intersection for dangerous driving behaviors, and often has broader safety co-benefits.



Hardened centerline treatment extending into the intersection

They reduce vehicle speeds while turning, when crashes – including those involving pedestrians – are more likely to occur. This type of treatment must be installed in areas outside of travel paths

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Close-up view of a Bott's Dot

Bott's Dots are circular ceramic tiles that are being installed to determine if uneven surfaces are a deterrent to dangerous driving behaviors



View of Bott's Dots installed in an intersection

Next Steps

Identifying future locations for engineering improvements to deter sideshows will be informed by an assessment by OPD and OakDOT regarding whether the above improvements are effective at deterring sideshows at the pilot locations, and work to create a list of locations impacted by sideshows and dangerous driving behaviors as reported and responded to by OPD.

City staff continues to communicate with other local jurisdictions about this topic to stay on top of emerging practices. As of early 2022 staff are not aware of any transportation agency having found an engineering cure-all solution—one that is cost-effective, replicable to keep up with spread and relocation, and not met with unintended consequences for cyclists and normal traffic movements.

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advanced enforcement tools and creative legislation lead the way with engineering complementing a multi-faceted approach. Engineering solutions need to be effective, cost-effective and replicable – and prioritized at most impacted locations and relative to other critical safety needs facing Oaklanders. At this time, engineering solutions attempt to balance preventing donuts and preserving functionality of our streets for all road users.

More Information on Oakland Sideshow Prevention Efforts

[Oakland Police Department Sideshow Detail](#)

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