



Bringing Motorcycle Guidance Markings to the Road

The Spanish experience and the Catalonia pilot

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Previous experiences in Spain

Several regions had already explored how road design could better guide motorcyclists through high-risk curves.

- **La Rioja, 2018**

- Pilot projects introduced dedicated road markings and signage to guide motorcyclists through selected curves.

- **Catalonia, 2019–2020**

- The BV-2115 / Pantà de Foix project tested a different concept: a **recommended trajectory** through 22 curves over 3.7 km

- **Madrid, from 2020**

- A broader motorcycle safety programme focused on high-risk sections, combining road markings, signage, pavement grip and roadside protection.



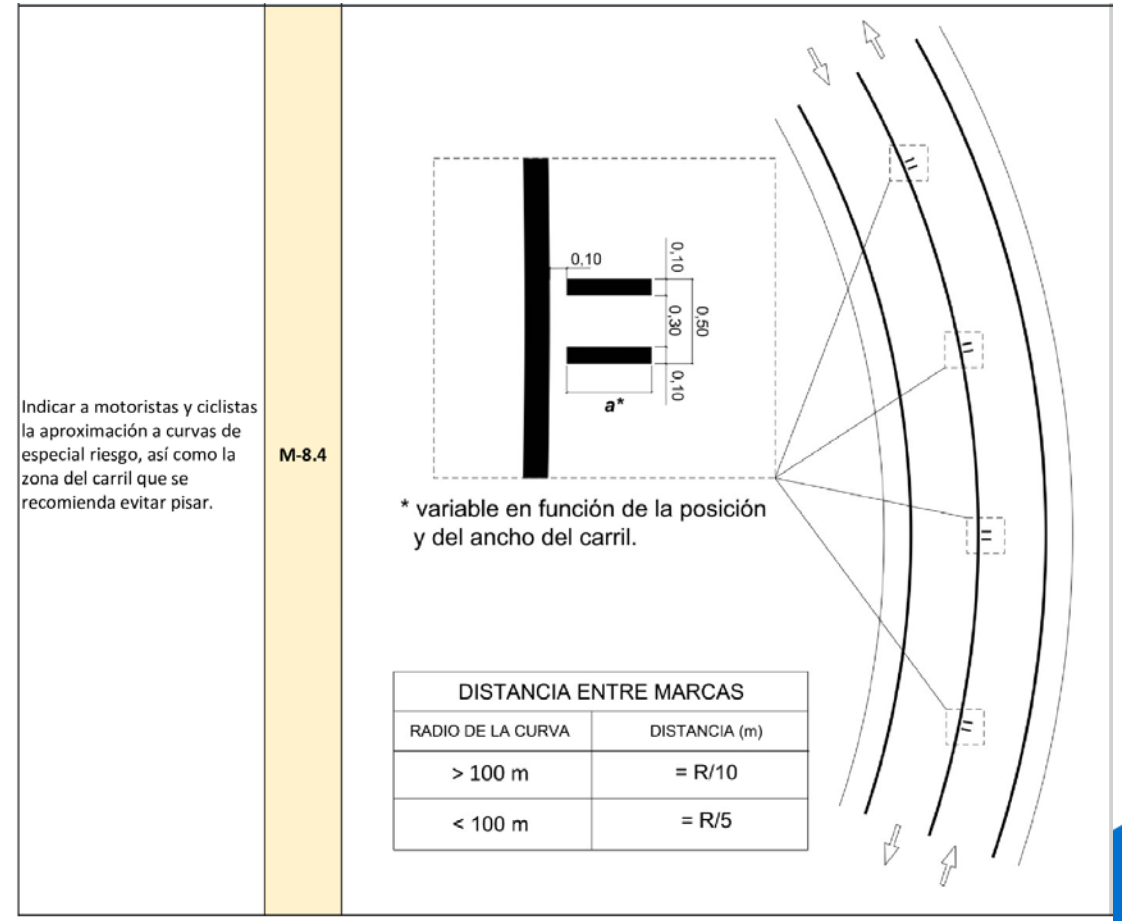
Previous experiences in Spain

The idea moved from regional pilots to national evidence — and finally into the traffic regulations

DGT observational study – 12 curves

- Correct trajectory zone: 12% → 17%
- Very high-risk zone: 50% → 25%

→ In 2025, the M-8.4 marking was formally incorporated into the Spanish traffic regulations.



Where did the resistance come from?

Not “opposition” so much as three legitimate questions that had to be addressed

1. REGULATORY: Can a non-standard configuration be installed on an open road?

→ *Treat it as an experimental pilot Project with the road manager’s authorisation*

2. RESPONSIBILITY: Who authorises installs and maintains the road marks?

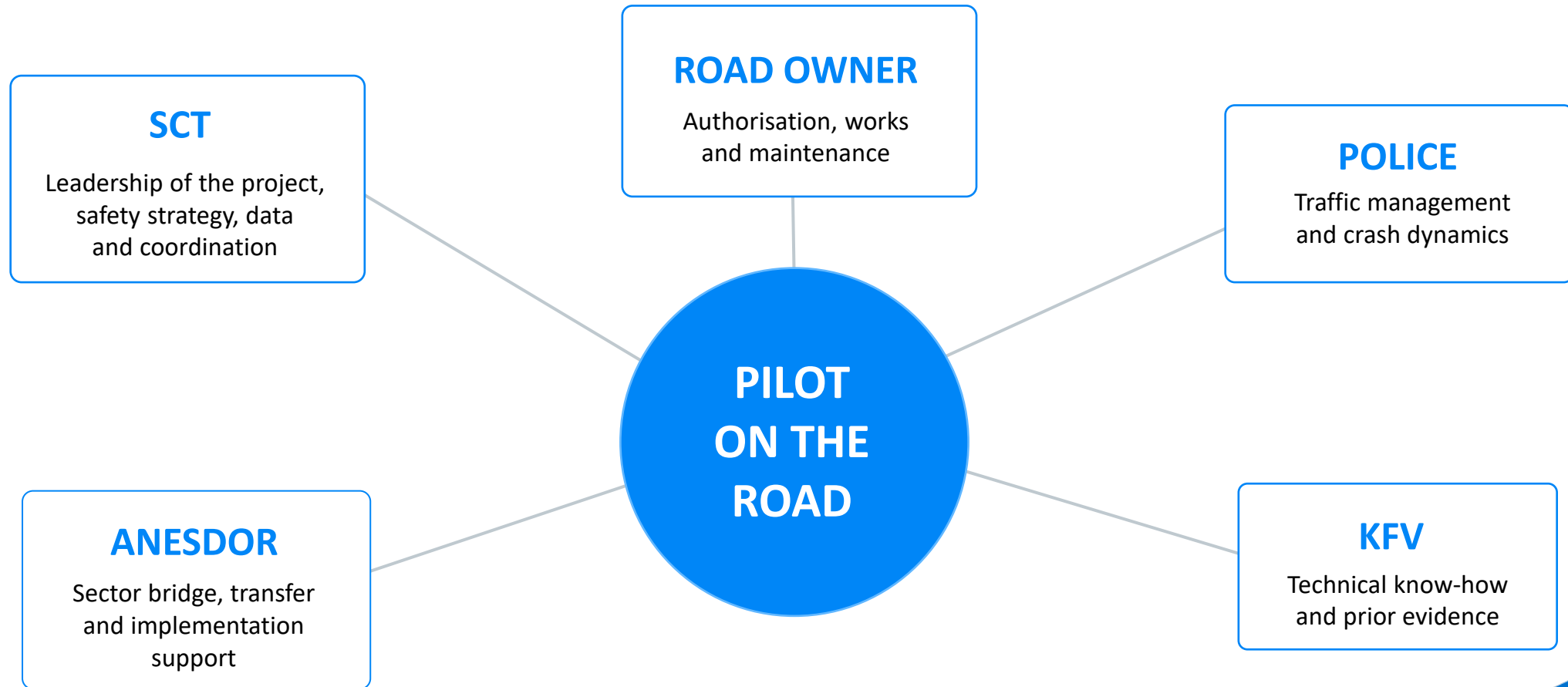
→ *Bring traffic authorities, road managers, police, experts and the PTW sector into one implementation team*

3. EVIDENCE & SAFETY: Will riders understand it – and could it create another risk?

→ *Use a limited pilot, proven materials methods and a defined evaluation methodology*

Phase 1: Preparing the pilot

The way through: multistakeholder collaboration



A few white marks on the road required a multi-organisation implementation process.

Phase 2: Practical work

Technical session

On the first day of the project, we brought together all the key stakeholders:

- Municipalities
- Traffic authorities
- Road managers
- Police corps

→ The objective was to build a common understanding from the outset.



Phase 2: Practical work

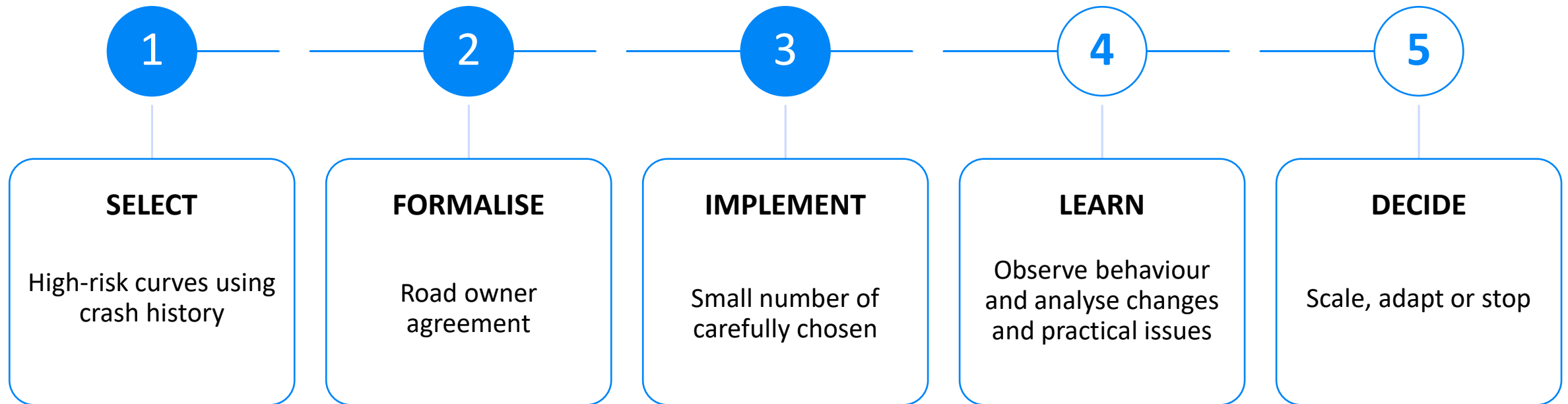
Fieldwork in the selected locations

Two pilot locations

- N-260 – Collada de Toses
- B-124 – Sant Llorenç Savall to Calders
- At both sites, implementation was carried out with the involvement all stakeholders
- To reduce implementation risk, we relied on **tested materials and proven installation methods.**
- We also involved **professional riding instructors**, who tested the markings in real riding conditions and provided practical feedback on their visibility, positioning and usability



Where are we now?





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