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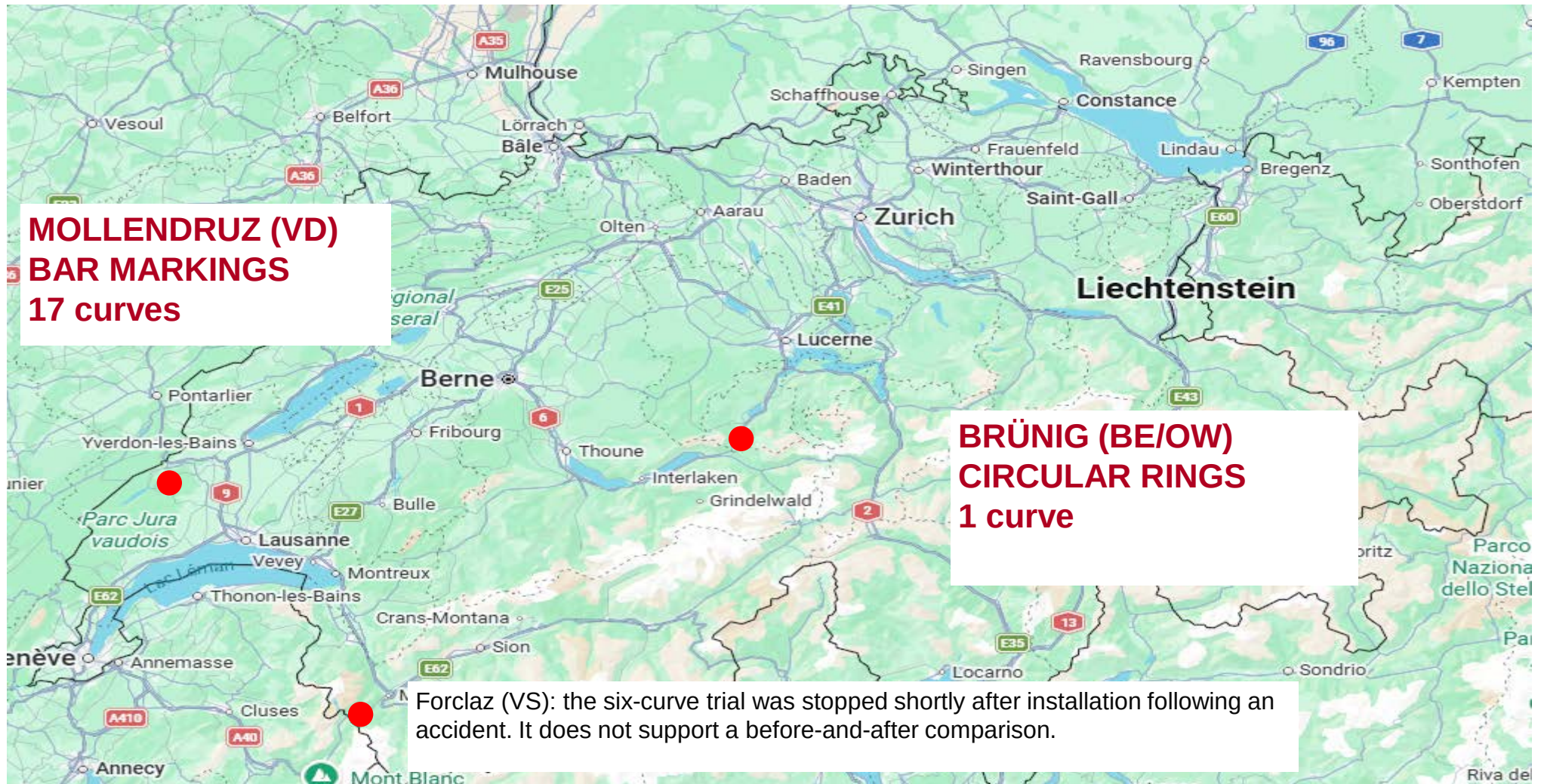
Federal Roads Office FEDRO
Road Traffic Division

Road Markings for Motorcycle Safety Switzerland

7 October 2026



Two Swiss trials with before-and-after data





Two geometries: bars and circular rings



BAR MARKINGS

Mollendruz

A visual corridor shifts the riding line away from the centre line.



CIRCULAR RINGS

Brünig

Riders instinctively avoid the marked surface.



Mollendruz: trial design

17 left-hand curves marked in spring 2022.

Five representative curves monitored by video.

Measurements before installation, after four weeks, and at the end of the season.

Around 500 motorcyclists observed per curve and measurement point.

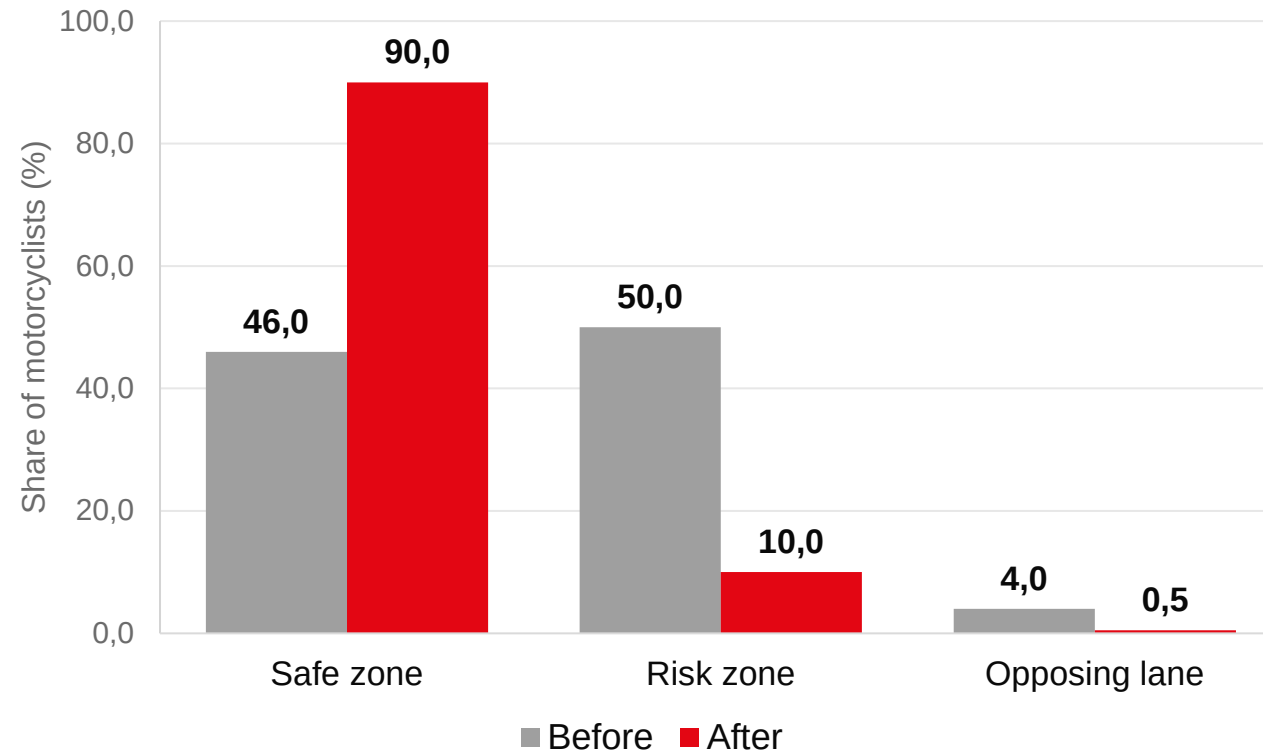
Additional monitoring of speed, noise, crashes and skid resistance.



Trajectory monitoring continued through 2024.



Mollendruz: 90% on a safe riding line after installation



Source: BPA, 2026, Image 9, p. 17 (adapted from RGR).

46 % → 90 %

Safe zone

The effect appeared after four weeks and remained over time.



Mollendruz: other indicators



Source: RGR SA, 2025, Figure 16, p. 20.

Speed: no significant overall change.

Noise: no significant effect attributable to the markings.

Skid resistance: the first material deteriorated sharply after winter.

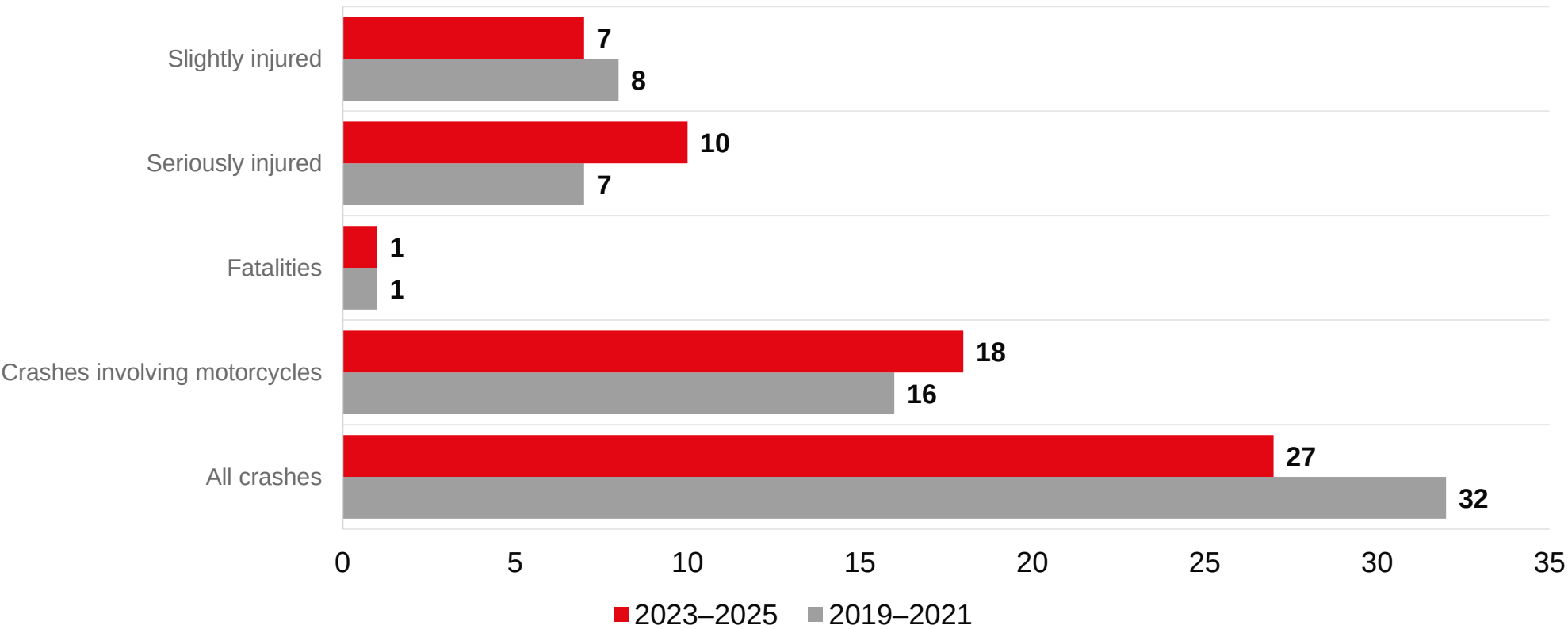
Revised application with quartz aggregate: good skid resistance for at least two years.

Acceptance: generally positive feedback from riders and local residents.

Operational implication: check skid resistance periodically, especially after winter.



Mollendruz: motorcycle crash figures did not improve



2022 is excluded to remove the post-installation influx of visitors. VUGIS does not include unreported crashes.



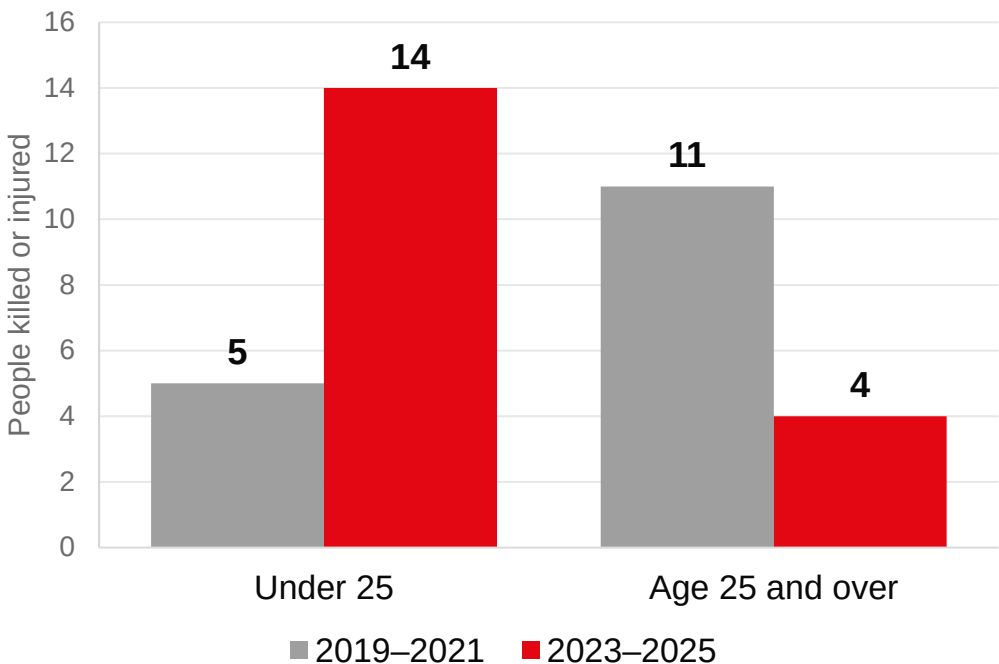
Licence reform complicates the before-and-after comparison

1 January 2021

From age 16: motorcycles up to 125 cm³ and 11 kW.

Access to motorcycles above 35 kW after two years in the restricted category, subject to conditions.

Many younger, less experienced riders entered during the observation period.



The exposed population changed during the study. The specific effect of the markings on crashes cannot be isolated.



Brünig: positive signal, very small sample



Source: BPA, 2026, Image 10, p. 20.

2 → 0

crashes involving a motorcycle

Only one curve marked in 2022.

2019-2021: 3 crashes in total, 2 involving a motorcycle.

2023-2025: 3 crashes in total, none involving a motorcycle.

No causal conclusion can be drawn from such a small sample.



Conclusion

The markings produce a rapid, strong and lasting effect on riders' trajectories.

The licence reform and the small number of events limit causal analysis.

Given the positive effect on trajectories, Switzerland decided to propose a legal basis for this measure.

Switzerland selected the bar marking.

The legal provisions are expected to be amended during 2027 and made available to implementing authorities.