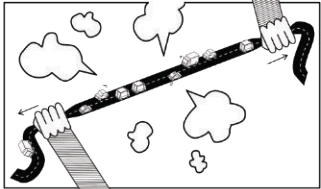


Bregenz
Hard
Fussach
Höchst (AT)

CONCEPT & DESIGN STRATEGIES

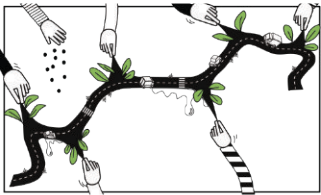
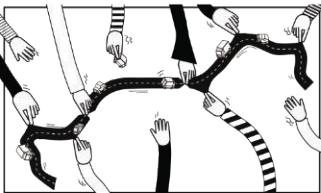
under pressure

The L202 is the main transport artery through the Rhine Delta. It is used daily by commuters heading to work, travelers en route to Switzerland, tourists visiting the region, and businesses transporting goods by road. Despite being referred to as a "lifeline," the L202 offers little to no quality of stay – heavy traffic, noise, and emissions dominate the corridor. Over time, a pattern of development has emerged along the road, shaped by commercial zones and large-scale retail. This has reinforced the role of the car as the primary mode of transport and turned the L202 into both a physical and spatial barrier in the landscape.



pinch & transform

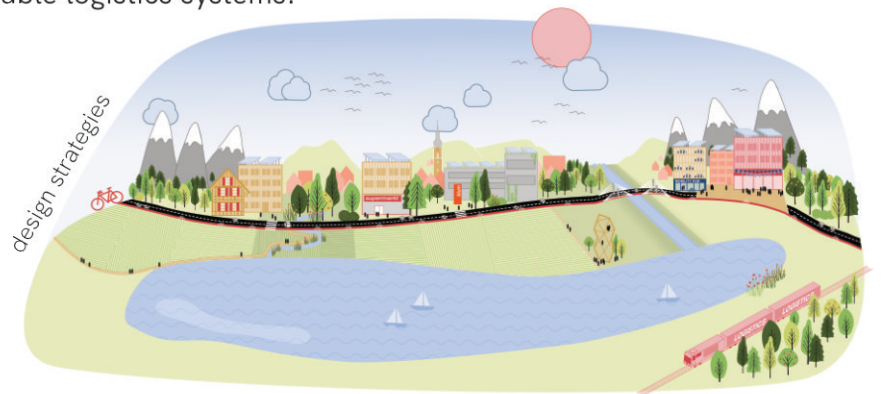
In light of demographic change, evolving mobility needs, and the challenges of climate and environmental crises, the road must be reimagined and gradually transformed. Through the collaboration of many stakeholders and targeted, small-scale interventions, the L202 can evolve into what is known as a "climate road" – a forward-looking model for infrastructure in the Rhine Delta. Rather than being perceived as a disruptive element, it should become an integral part of urban development and a public space that highlights and enhances the surrounding nature and landscape. The road connects key locations in the region, which should be more closely integrated into their local and regional context. In this way, the L202 will become the first regional climate road and a vital component of a sustainable, livable environment.



design concept

design strategies

The design strategies outline the overarching development goals for the L202 Climate Road. The settlement structure must be planned jointly by the four municipalities, with a focus on resource-efficient land use – especially in commercial development—and the creation of compact, diverse housing options. Public life along the L202 is to be revitalized by enhancing local amenities and encouraging social interaction through densification and shared community spaces. Adapting to climate change, along with protecting the environment and biodiversity, plays a central role in the region. Measures include expanding green-blue infrastructure by introducing dense roadside greenery – such as microforests – enhancing biodiversity, and implementing rainwater management systems. Mobility and logistics are being reimagined to meet changing demands, with improved cycling infrastructure, shared mobility options, stacked parking solutions, and more efficient, sustainable logistics systems.



MASTERPLAN

The masterplan for the L202 outlines key strategies for the transformation of the road and surrounding neighborhoods. In addition to several large-scale interventions that integrate the landscape and define focal points within the settlement areas, numerous small-scale measures are proposed to drive the transformation of the L202.

At the larger scale, existing landscape corridors in Höchst and Hard are extended to cross the L202, creating visible ecological connections that support biodiversity and climate adaptation. In Bregenz, the Bregenzer Ach is integrated as a linear open space, enhancing its visibility and accessibility. These corridors form the backbone of a landscape system that is made legible across the road. New micro-centers are proposed



tree bridge



green bay



common ground

along the L202 where existing uses – such as commercial, work, and recreation – already concentrate. These sites are designated for mixed-use densification and will be supported by new public spaces. In selected locations, vertical structures are introduced to mark these micro-centers and landscape corridors, define spatial focus points, and provide orientation along the L202.

The redesign of the L202 itself is based on three modular street typologies: tree bridge, green bay and common ground. These modules are applied contextually to reorganize the street space, reduce traffic speed, and introduce cycling infrastructure, green strips, and space for public use. For active mobility, new and improved crossings are introduced throughout the corridor to link open spaces and increase accessibility. A continuous two-way bike lane is proposed on one side of the L202, where space allows. In several segments, the bike lane is routed behind planted "green bays" to offer temporary separation from road traffic. The bicycle network connects to the wider Lake Constance cycle loop. A new bus line (202) will operate along the L202 between Bregenz and St. Margrethen. It connects local and regional train stations and includes regular, accessible stops. The aim is to reduce car dependency for commuting and local travel. Mobility hubs are planned in Bregenz, Hard, and Höchst to integrate bus services, shared mobility, parking, and charging infrastructure, scaled according to local demand. To reduce freight traffic, a rail connection is proposed for the industrial zone east of the Rhine. This will support logistics by shifting deliveries from road to rail.

Architectural guidelines are introduced for existing and new buildings. These include the use of regional materials, integration of PV systems, green roofs and facades, and references to local building traditions. These measures aim to strengthen the relationship between industrial sites, surrounding neighborhoods, and the regional landscape.

CLIMATE STREET MODULES

The **"Tree Bridge"** is a tree-lined crossing with three rows of trees. A central row on a narrow island visually narrows the road, calming traffic. This natural gateway slows cars and ensures safer crossings of the L202 for both: people and wildlife.

The **"Green Bay"** is a widened section of the foot and bike path, creating a buffer zone along the L202. Developed from meadows and unsealed areas, these bays serve as wetlands or groves – offering habitats and quiet retreats while visually slowing traffic and enhancing the green character of the road.

The **"Common Ground"** is a shared street space where cars yield to bikes and pedestrians. A changed surface slows traffic, while signage ensures clear priority for non-motorized users. This creates new micro-centers and reconnects village parts currently divided by the L202.





focus area Bregenz

FOCUS AREA: BREGENZ Vertical Welcome

Vertical Welcome reimagines the linear industrial strip along the L202 as a vibrant micro-center, anchored by a distinctive vertical landmark on the Bregenzer Ach. A new high-rise with a public viewing platform confidently marks the city's entrance, reflecting Bregenz's vertical identity. A terraced open space leads down to the Bregenzer Ach, transforming it into a tangible natural amenity within the urban fabric.

At its base, a flexible public space invites encounters – serving as a communal hub and anchor point for the neighborhood. Further down the strip, opposite the 4-Länder Hotel, a new mobility hub emerges, complemented by housing and a Welcome House for new residents.

By densifying and diversifying existing industry, a hybrid fabric of work, living, and arrival is formed. The new buildings are designed for flexible use by various tenants. The design bridges the scale between industrial halls and nearby housing, redefining the street as an open, mixed-use, identity-forming entrance to the city.

perspective
focus area Bregenz



focus area Hard

FOCUS AREA: HARD Weaver's Court

Weaver's Court - named after Hard's long history of weaving and textiles - is a new, sustainable neighborhood along L202. Strategically located with direct access to Hard's train station, the project strengthens regional mobility. At its heart is a vibrant common ground linking northern housing blocks with a southern mobility hub. This shared space not only enhances movement across the site but also fosters social interaction and a strong sense of place.

The design features a courtyard typology centered around a public square. Three new blocks integrate existing buildings, creating private garden courtyards and activating edges with a kindergarten and local shops. This thoughtful layering of public and private space encourages interaction and supports everyday life. Housing typologies range from robust ground floors to 3-4 story apartments, row houses, and multifamily units. This dense, mixed structure creates a lively and identity-forming neighborhood with a high quality of living along the street.

Situated on a green north-south corridor with the Lauterbach stream, Weaver's Court benefits from a dense network of footpaths and cycle routes. A new nature trail connects Harder Binnenbecken to Lerchenau, inviting leisure and interaction with nature. Enhanced green links improve connectivity, support climate adaptation, and create a resilient, livable urban quarter.



focus area Fussach

FOCUS AREA: FUSSACH Heritage Bond

Fussach is a picturesque village with a rich heritage shaped by the Rhine Canal, a key technical and cultural landmark. Currently, the L202 skirts the village, causing travelers to rush past without engaging with Fussach. At the village entrance, large-scale commercial development dominates, creating a barrier to the village's identity.

The design proposal reconnects Fussach through a new green corridor that spans the L202, linking the Fußach stream with the green fields along the Rhine Canal. This corridor integrates the local grocery store at the entrance, transforming it into a lively community hub – a place to park, shop, and meet. From here, visitors can walk through the village to a new lookout tower offering panoramic views of the Rhine Delta. The tower hosts an exhibition on the Fussach canal cut ("Fussacher Durchstich"), celebrating the village's unique heritage.

The design strengthens the area's ecology by incorporating agricultural land and retention zones, enhancing microclimate and biodiversity. The "Tree Bridge" over the L202 ties in with the current planning for Fussach. This serves as a visual traffic-calming feature and connects the grocery store with the broader green network.

By building on plans to renature the Fussach stream and emphasizing the village's cultural landscape, this design creates a welcoming, sustainable gateway that revives Fussach's identity: the Heritage Bond.

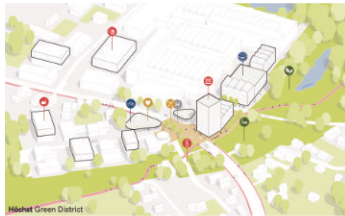
FOCUS AREA: HÖCHST Green District

The industrial zone along the L202 in Höchst is a key employment hub – and a striking example of how business parks shape public space. Currently, it's dominated by monotonous façades, heavy traffic from workers and logistics, and minimal interaction with the public. Despite small amenities like a café or kiosk, the area lacks places to linger and exists purely as a work-and-pass-through zone.

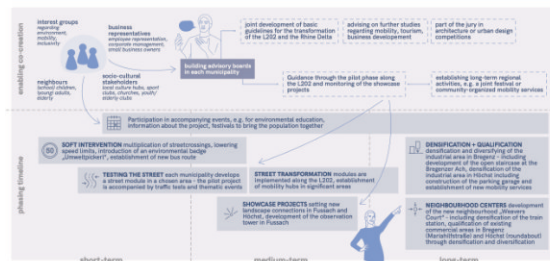
The proposal aims to transform this environment into a vibrant, landscape-integrated place of work and daily life. The adjacent green corridor will become a high-quality pedestrian and cycling route, improving connectivity and outdoor experience. At the same time, sustainable land use is key: vertical expansion and spatial densification will reduce land consumption while providing shared spaces for workers and small businesses.

Existing food stalls and service units will be reimaged in terms of "placemaking", making the place more attractive for visitors, passers-by and workers. The buildings will be sheltered by a shared roof and supported by a mini mobility hub offering bike parking, charging, and repair services.

The Blum company site plays a central role. A new southern building strip integrates the premises into the landscape, introduces a striking entry point, and features a multi-storey car park with e-mobility services. A multifunctional building becomes the heart of the strip – with shared amenities like a canteen, gym, event space, and showroom – connecting workers, companies, and the broader community.



focus area Höchst



implementation

IMPLEMENTATION

The transformation of the L202 through the Rhine Delta is guided by three core principles: adaptability, participation and inclusivity.

First, the process is designed to be agile and responsive. It unfolds over time, beginning with a test phase at selected sites where short-term ideas are trialed, refined, and made visible through pilot projects and infrastructure upgrades. These become beacons of change, laying the groundwork for larger-scale developments such as densification and long-term construction, which require extended planning, funding, and implementation.

Second, the transformation is shaped with the community. Early impulses from the test phase actively involve residents in shaping and activating the new street environment. A parallel event series, organized by local stakeholders and citizens, strengthens regional identity and fosters a sense of collective ownership and cohesion.

Third, the process takes into account the diverse users of the L202 – commuters, schoolchildren, logistics, tourists, and cross-border traffic. A Transformation Council, composed of local residents and business representatives, guides every phase of the project. This ensures that the needs of all are considered and that businesses contribute as drivers of innovation and change.