

A Landscape of Havens

Currently functioning as an infrastructural barrier, the Magistrale L202 divides settlements, disconnects eco-systems, and favours car-centric mobility. Today, it holds the potential to transform it into a regenerative corridor, an infrastructure of care that reconnects people, nature, and place. We have reimagined the L202 as a porous spine which enhance the landscape.

Insights from L202 users, fieldwork and spatial analysis

We conducted street interviews to gather testimonies about the everyday interactions of L202 users to guide our strategic guidelines and design measures. Some of the users are portrayed in the poster. These interviews, our fieldwork and additional spatial analysis (historical paths, habitat and biotope, traffic patterns) helped us to support environmental friendly solutions for real life usage and identify critical points of the magistrale regarding noise, visual disturbance, accident risks, barrier on natural species, historical paths and water networks.

Our strategic guidelines

- **Reclaim the road as connective corridor** with more dedicated space for social life (*Erlebnisraum*), placemaking that support shared identity and reveals nature and human heritage.
- **Enable sustainable and inclusive access** through safe, comfortable walking areas, friendly cycling routes, and efficient public transport system structured with everyday multimodal hubs.
- **Strengthening blue-green infrastructures** to address habitat fragmentation, restore ecosystems, prevent flood risks, support extensive farming and reduce noise with nature-based solutions like thresholds, noise buffers, additional flooded forest and wildlife crossings tailored to urban, rural, and natural contexts.
- **Promote industrial heritage and open innovation** by reinforcing manufacturing tradition identities from textiles to engineering by designing spaces that support innovation. The L202 will become a symbol of sustainable production, minimizing resource use, extending product life, and reducing waste while supporting experimentation, collaboration, and local industry. It reimagines manufacturing as a source of social, cultural, and economic value. Freight logistics will be partly shifted to rail (e.g., rail sidings, roll-on/roll-off systems) for long-distance transit, combined with electric last-mile delivery and time-restricted traffic policies during commuting hours to reduce heavy truck traffic along the L202 while supporting the local economy.
- **Create a landscape of havens**, where site-specific interventions form all together a unified ecological and spatial strategy linking mobility, care, place of inspiration and identity.

L202 Transformation manual: strategic steps, decision points, and design principles

The magistrale will become an open, multifunctional space by integrating green and blue infrastructure, efficient sustainable mobility networks, and community-oriented uses alongside reduced car traffic, transforming it into a corridor where ecological systems, daily life, and movement coexist and thrive. According to the Cambridge Dictionary, a haven is defined as a safe and peaceful place that offers a shelter from the noise and bustle of urban life. Our concept, the “**Landscape of havens**” enables the implementation of solutions with a **strategy of localised spatial interventions** that serve as **points of care, transition, and activation**. These havens are not isolated objects but nodes in a systemic landscape reconfiguration, aligned with broader goals of **multimodal mobility**, **ecological restoration**, and **community resilience**. They act as entry-exit points for a greater experiential connection between nature and people. Each of the havens fulfills various functions:

- **Social thresholds (Erlebnisraum)**: micro-squares, transit stops, intergenerational centers, and everyday meeting points.
- **Natural filters**: green corridors, riparian edges, migratory paths, and noise buffers. Natural noise barriers in urban and natural areas along L202 are consisting of dense shrubs, trees and embankments. Green and blue structures enter settlements - e.g. through parks, avenues, bypass paths.
- **Mobility hubs, share spaces and speed-limits policies**: located at village centers, village edges, or city entrances, shared share shift the focus from car dominance to a more welcoming environment for cyclists, pedestrians and public transport users. Multifunctional mobility hubs offer safer and more sustainable

alternatives to encourage solo drivers to leave their cars. We recommend reduced speed limits and road designs such as gentle curves or planted islands that naturally calm traffic.

- **Infrastructures of silence:** shaded rest spots, quiet zones, and contemplative pockets, designed specifically for vulnerable groups such as seniors, people with disabilities, and childrens. The importance of quiet in certain areas (e.g. bird nesting sites) is also highlighted to balance the human activities with the needs of local wildlife.
- **Productive edges:** reactivated industrial strips with green infill and local craft spaces.
- **Climate resilience interventions:** microclimate islands, reflective paving and shade trees.

As shown in the conceptual diagram, Havens are linked by **blue-green infrastructures** that interact with the L202, enable wildlife passages and connect **landscape and ecological features** (ecosystem services, water systems, cooling function, recreation). Transversal policies must strengthen ecological connectivity by supporting traditional management like extensive mowing of wetlands and ensuring agriculture and forestry protect key habitats in the Rhine delta Natura 2000 area. Havens operationalise the **accessibility scheme with efficient dedicated bus lane and direct bike paths that reduce traffic congestion, larger space for slow mobility** (walking, cycling) while also serving as **educational trails**. Havens are enhancing **social system scheme** that propose neighborhood centers, public equipment, learning site, care spaces and kindergartens to revive resilient **place-based social identities** considering heritage and strengthen **community life**.

The strategic 1:10,000 map use a semi-abstract visual language to simplifies real spatial conditions. **The Havens are marked as pictograms in the map and a catalogue specifies the micro-concept and related interventions they refer to.** Havens are revealing and supporting the landscape's guidances through various design elements. The catalogue of Havens offers adaptable solutions for other sites along the Magistrale while maintaining consistent impact. Together, havens engage a more general transformation.

4 Project sites demonstrating the potential of Havens

The Haven typology adapts to each site's conditions, whether urban (Bregenz), historical (Hard), natural (Fussach), or transitional (Höchst). Each municipality develops its own Havens based on land uses context integrated into the regional system:



Bregenz – Haven of Arrival: urban, transitional, welcoming

The Haven of Arrival aims to enhance the entrance to the city of Bregenz. This Haven creates a moment of reconnection where mobility infrastructure easily merges with both the natural landscape and the urban fabric. The site is transformed from a road-dominated suburban node into a vibrant urban area focused on movement, social gathering, and local production, highlighting the Alpine landscape and industrial heritage.

Design interventions:

- **Phase 1 (2026-2030), Shared space and Multimodal Hub:** A raised shared space at the city entrance calms traffic and reconnects it to Bregenz's historic center by using similar asphalt and paving materials. Bikes, cars, and buses share a unified platform that allows multi-directional flow and increases driver awareness of other users. Speed is limited to 20 km/h. Lateral bike tracks support fast, safe cycling along the corridor, while sideway near buildings improves pedestrian access or enable terraces. A central bus lane splits around the main station to serve both directions and enable crossings. The existing fuel station becomes a cycling hub with repair and rental services, as well as an information point for outdoor sports and leisure.
- **Phase 2 (after 2030), Neighbourhood Community Hub:** The former industrial warehouse is reimaged as a vibrant social hub, hosting art exhibitions and cultural events that reflect Bregenz's strong cultural identity. Adjacent to it, a **farmers' market**, taking inspiration from London's Borough Market, promotes regional products and serves as a lively food court, benefiting from the site's proximity to both the factory and popular cycling routes. A **kindergarten** anchors the space with a socially productive edge focused on care, learning, and creativity, allowing families to drop off their children and easily catch a bus. Additional functions include

a **co-creation space and design incubator, featuring resource and recycling areas** in collaboration with local industries such as Blum, Alpha, Doppelmayr, and Zumtobel. Next to the industrial warehouse hall, a **green orchid and lawn area** is envisioned as the **start of a new urban beach toward Bregenzer Ach**, hosting elements like an **open-air library** and forming part of the **blue-green corridor**. A **viewing tower**, inspired by the *Berblinger Turm* in Ulm, would offer panoramic views over the river, lake, and urban fabric, while also creating a visual dialogue with the tall building on the opposite side of the road, coming from the bridge.

- **Phase 3 (after 2035), A Showcase for industry and innovation:** A parking is partly reconverted into a showcase space for industrial leadership activities and offer a potential headquarters for regional industry players, helping to rebalance the surrounding urban volumes near the mobility hub.



Hard – Haven of Passage: productive, infrastructural, green

The Hard haven is an attempt to allow safe passage to all the different corridors crossing the magistrale, whether it being the movement of people between the town centre and the multimodal hub at the train station, or migration of animal species over one of the few remaining green-blue corridors connecting the Vorarlberg Rhine Valley flatlands and the coast of lake Constance. These corridors are now cut in half by the magistrale, where motorised traffic has complete priority over everyone else. In the future priority will be given to the weakest participants in traffic in order to guarantee their safety.

Design interventions:

- **Phase 1 (2026-2030), Safe Passage:** A new pedestrian and cycling path is created between the train station and the town center through the green areas still remaining amidst heavy urbanisation all around. This becomes the spine of the haven. Special care is taken in designing the crossing with the magistrale to make it clear that vehicular traffic is now subordinate to everyone else, be it people or animals. This is achieved with traffic calming measures. Small tunnels are also created under the magistrale to allow animals safe passage away from traffic.
- **Phase 2 (after 2030), Blue-Green renaturation:** Existing agricultural green spaces and streams next to the newly formed path are allowed to naturalise with only minimal intervention to encourage development of different habitats. Marshes are created by allowing water from the stream to spread out a wider area. Small animal shelters for lizards and alike are created with forming piles of rocks and dead wood. Pedestrian paths are also allowed to form naturally by people over time without formalising them with paving. Field boundaries are planted to give wildlife corridors to move along in safety. All these new habitats are carefully connected to the pedestrian path in order to encourage interactions with local residents in a non-invasive way. These spots involve interventions like bird watching covers, meadow paths and stairs leading towards the stream. This helps to create awareness and ensures their protection and preservation in the future.



Fussach – Haven of Memory: recreational, historical, hydrological

A small rural community with intact and vibrant traditions gets mostly bypassed by everyone because of the magistrale which simply skirts it without any real interaction. Thus a new entrance to the town is needed where the magistrale diverges from the old village road that used to connect towns between themselves. The construction of the magistrale also forced a local stream in to a long tunnel hiding it from site and memory.

Design interventions:

- **Phase 1 (2026-2030), Memory of the old path:** The intersection between the magistrale and main street into the village (Dorfstraße) is transformed from an anonymous traffic interchange into a space, that invokes the memory of the old village path and pulls you in to the town center away from the magistrale. The direction is

clearly marked by different pavement indicating this is not a space reserved for traffic but a shared space for everyone.

- **Phase 2 (after 2030), Memory of the stream:** The tunnel housing the stream is mostly removed, only covering the stream at the intersection where it is absolutely necessary. The area is revitalised in to a recreational and leisure park by the stream acting as a barrier between the Magistrale and the town and bringing back memories of the Dornbirner Ach, which once flowed there.



Höchst – Haven of Transition: cross-border, intergenerational, hybrid

At the edge of Austria, Höchst stands as a site of negotiation between countries, between land uses, between ecological systems and urban dynamics. The project embraces this layered identity by unfolding in phases, each grounded in responsiveness to place and people. From reconnection to reinvention, the site is gradually transformed into a caring, shared, and productive landscape.

Design interventions:

- **Phase 1 (2026-2030), Reconnection:** The intervention begins with the basics by softening the road's edge and stitching both sides of the community together. Wider sidewalks, new planting, shaded seating, and water fountains provide comfort and visual continuity. Existing pedestrian and cycling paths are reconnected, and a new bus stop and bike-sharing node anchor public mobility. The disused fuel station is converted into a multimodal and social hub. Its reused canopy shelters shaded areas for waiting or gathering. The site includes natural play areas, an intergenerational info point, and spaces to rest, framing mobility as care and proximity, not just speed.
- **Phase 2 (after 2030), Production and knowledge :** the underused craft buildings along the edge are reactivated. They become sites of learning and making: workshops, educational residencies, and maker spaces focused on sustainability, material reuse, and local traditions. In doing so, the border zone is reframed as a site of shared futures, not separation.

Spatial visualizations:

Three representation emphasize the project's guiding vision: a **resilient, porous, and community-oriented landscape**, where care, movement, and ecological sensitivity define the future of the L202 corridor.

- **Hard:** illustrating the layered interplay of the blue-green system, accessibility, and the **dual movement of people and wildlife**.
- **Höchst:** showing the redesign of the **bus station**, the integration of a **local craft and produce hub**, and the creation of **new pedestrian connections**.
- **Bregenz:** presenting the façades from the Bregenzer Ach, with the **variation in building volumes and heights** reflecting the contours of the **sloping mountain landscape** in the background

Conclusion:

The L202 becomes more than a mobility axis. It is transformed into a **spatial and social infrastructure of care**, where mobility, nature, and community are brought together into a **regenerative system**. This is a **model for infrastructural regeneration** transferable to other fragmented peri-urban territories across Austria and beyond. This strategy supports a future where people of all ages, along with other species, benefit from accessible mobility options and shared public spaces. It emphasizes protecting and maintaining green and blue infrastructure as common goods