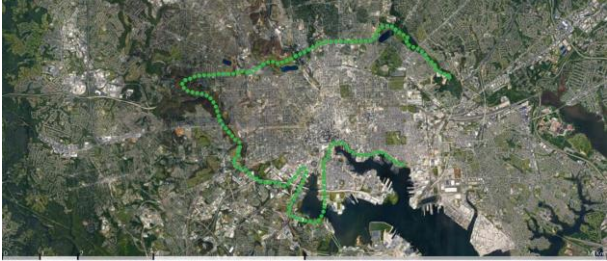
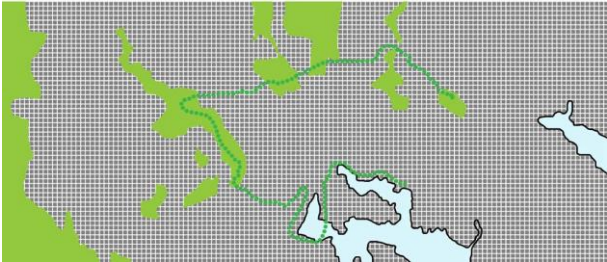


U.S.A., State of Maryland, Greenway Trails Coalition, Baltimora [1,2]	
 	<p>The Baltimore Greenway Trails Coalition is a network connecting different neighborhoods, through 35 miles of urban routes and paths, towards cultural buildings, universities, hospitals, parks and schools, creating a functional alternative mobility network. This vision of alternative mobility required the creation of a network outside the city's public parks that includes seven main corridors. This system helped to reduce urban fragmentation generated since the 1950s by railway and the industrial area construction which over time have become real social and environmental barriers. The city was characterized by a particularly high traffic which makes the bike an unsafe means of transport; furthermore, one in three people did not have the possibility to move by car, so these routes have become a safe transport system, on foot and by bicycle, in daily commuting.</p> <p>This network provides a system of active connections between neighborhoods, creating a new mobility for residents.</p>
STAKEHOLDER: Municipality of Baltimora, citizens Associations	USED INFRASTRUCTURES: urban routes and paths
ROUTE LENGTH: 35 miles	FINANCING: State
STRENGTHS <ul style="list-style-type: none"> • Parks can be considered as a unique park system with unique natural characteristics which therefore requires a green connection between the various poles. • The city boundaries are marked by a succession of natural elements of high value that can become part of the city park system, creating a contraposition between highly natural green areas and urban green areas. • The community is particularly sensitive to green issues but above all to alternative mobility, considering it a very valid and above all usable transport system that can reduce the existing social differences. • Baltimore boasts the largest urban park in U.S.A.. • There are identity elements of high historical value that deserve careful enhancement; for example, the first U.S.A. railway departs from this city. 	CRITICAL ISSUES <ul style="list-style-type: none"> • The urban environment is severely disconnected for the presence of important road infrastructures, so neighborhoods are very distant and not very connected through slow mobility. • Physical limits imposed by transport infrastructures and industrial activities in the territory. • The housing policies (especially those between the 50s and 70s) have led to a rather fragmented edification in the area. • Road infrastructures are characterized by a high vehicular flow which makes them unsafe for slow mobility. • Urban features create a general sense of insecurity in the community. • Strong need to plan alternative mobility due to modest socio-economic conditions which do not allow everyone to have their own vehicle.
TARGETS <ul style="list-style-type: none"> • Increase of the city mobility system thanks to the enhancement of slow mobility and the creation of pedestrian and cycle paths. • Urban and social requalification through the creation of public green spaces. • Increase of the local economy. • Revitalization of the places by restoring the existing paths. • Improvement of the quality of rainwater control and management. 	

<ul style="list-style-type: none"> • Reduction of atmospheric pollution thanks to the routes use for daily mobility. • Enhancement of the territorial context.
OPERATIONAL STRATEGIES <ul style="list-style-type: none"> • Creation of a routes network connecting communities, public parks and agricultural areas. • Continuous integration of existing plans with new routes and tracks. • Routes design allowing the connection between attractive poles of interest (home, school, work) and construction of intermodal hubs to facilitate the link between the route and different public and private transport systems. • Design of a main route by identifying a network connecting poles of interest as well as public transport hubs suitably equipped for proper interchange. • Partnership processes, which aim to divide the specific roles of the different actors involved in the infrastructure management and construction.

Table S1 – U.S.A., State of Maryland, Greenway Trails Coalition, Baltimora

Objectives	Sub objectives	Actions			
Social Quality	Increase inclusive mobility	Create intermodal hubs	Create meaningful links (home, school, work)	Enhance connections	
	Ensure route safety	Design routes for different users			
	Increase of awareness and sense of belonging to a place	Promote the foundation of associations for the enhancement of local resources	Activate coordination tables between stakeholder and citizens		
Environmental Protection	Improve the urban context resilience	Activate coordination tables between Administrations	Implement projects related to the urban context	Connect scattered buildings	
	Protect biodiversity and environmental values	Enhance ecological and landscape resources	Create protection limits for particularly sensitive areas	Enhance dams and canals	Connect points of environmental interest
	Enhance the historical heritage	Recover the historical paths			
Economic Development	Increase local economy	Create refreshment points and services to support economy	Enhance economic resources of the territory	Connect economic poles	Promote the activation of coordination tables in favor of the economy
	Increase cultural, recreational and economic attractiveness				

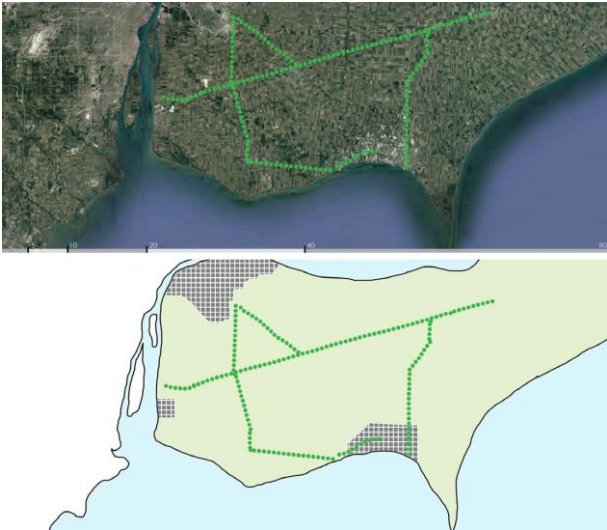
CANADA, Exess Region, Chrysler Canada Greenway, Windsor [3,4]	
	<p>The Chrysler Canada Greenway is a multipurpose route of about 50 km. It connects urban centers, natural and agricultural areas and significant historical and architectural structures; it is designed for various users: cyclists, skaters, families with strollers, people on horseback. The Greenway runs through 25 naturally separated areas and three natural watersheds. It significantly improves quality of life in the region by connecting population to nature and culture in a way accessible to all. In 1995, with a donation from Chrysler Canada, ERCA (Conservation Authority of the Essex Region) purchased the abandoned 42 km railway with the aim to preserve this corridor. An 18-month public planning process determined that the greatest benefit to the community was to use the route as a multipurpose recreational corridor and natural green space. The project was completed in 1997. Over the years, given the growing interest in greenways, other routes have been implemented.</p>
STAKEHOLDER: Preservation Authority	USED INFRASTRUCTURES: Disused railway tracks
ROUTE LENGTH: 50 km	FINANCING: Donations
STRENGTHS <ul style="list-style-type: none"> Natural areas with very different environmental characteristics. Possibility of recovery and enhancement of valuable historical infrastructures and architectures. High interest from citizens and government Agencies regarding the reuse of disused railways. 	CRITICAL ISSUES <ul style="list-style-type: none"> The involved territorial extension is very large and therefore often with very different problems. The intervention involves various local Authorities with often diverging needs and objectives. Impossibility to have the whole line available at the time of drafting the first project, therefore design for subsequent lots.
TARGETS <ul style="list-style-type: none"> Safeguard and enhancement of the urban, landscape and historical context. Creation of safe, comfortable and pleasant itineraries and infrastructures separated from motorized traffic. Improvement of rainwater and water basins management through mitigation systems. Sensitization of the population towards slow mobility to discourage the car use and instead encourage the use of bicycles and walking, especially for minors. 	
OPERATIONAL STRATEGIES <ul style="list-style-type: none"> Reconnect areas with different natural characteristics through the recovery of disused railway sections. Public planning of routes with particular attention to community problems. Organization of the routes through the subdivision of territorial sectors. Active participation of the community regarding the environmental objectives to be pursued. Connect the greenway to existing routes. 	

Table S2 – CANADA, Exess Region, Chrysler Canada Greenway, Windsor

Objectives	Sub objectives	Actions			
Social Quality	Increase inclusive mobility	Create intermodal hubs	Create meaningful links (home, school, work)	Enhance connections	Create easy rest areas and services
	Ensure route safety	Obtain comfort through the wise use of materials	Create adequate signage	Design reserved routes for different users	
	Increase of awareness and sense of belonging to a place	Promote the foundation of associations for the enhancement of local resources	Activate coordination tables between stakeholder and citizens		
Environmental Protection	Improve the urban context resilience	Implement projects related to the urban context	Connect scattered buildings		
	Protect biodiversity and environmental values	Enhance ecological and landscape resources	Create protection limits for particularly sensitive areas	Enhance dams and canals	Connect points of environmental interest
	Enhance the historical heritage	Recover the historical paths			
	Enhance the historical heritage	Recover the historical paths	Enhance the historical resources of the territory	Promote the foundation of associations	
Economic Development	Increase local economy				
	Increase cultural, recreational and economic attractiveness				

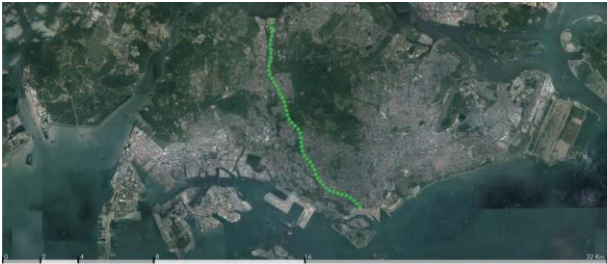
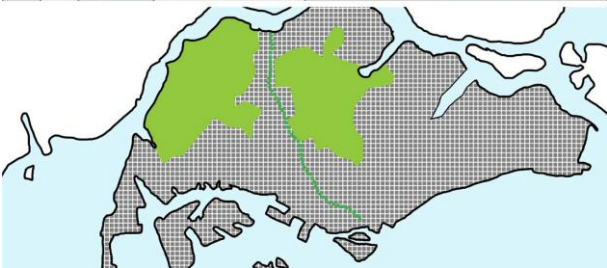

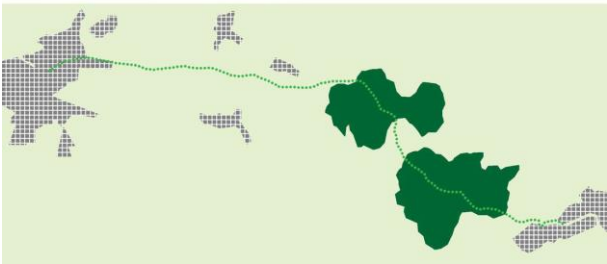
REPUBLIC OF SINGAPORE, The green corridor, Singapore [5–7]	
 	<p>In 2010, the Nature Society Singapore presented the proposal to convert the KTM railway area into a green corridor. The railway section represents the commercial relationship between Singapore and Malaysia that has lasted since the 1950s. For this reason, the conservation proposal envisaged the recovery of all the infrastructures present along the line such as railway stations and bridges. The aim was to transform the railway line into an open-air museum, increasing the citizens' sense of belonging. The intervention area is 173.7 hectares. This corridor is important because it preserve the natural heritage by acting as a connector for the flora and fauna movement across the island, mitigating the effects of fragmentation. The greenaway serves 1.2 million people who can use parks, recreation areas or for community gardening and agriculture. All this is achieved thanks to the construction of paths, rest points and directional signage which also makes it inviting as a green transport system through the heart of Singapore from north to south.</p>
STAKEHOLDER: Non-governmental associations	USED INFRASTRUCTURES: Disused railway network
ROUTE LENGTH: 10 km	FINANCING: State and donations
STRENGTHS <ul style="list-style-type: none"> • The railway has a very wide territorial extension which is a very important feature in the route design. • Given its extension, the railway line crosses very different ecological zones, thus allowing to appreciate different landscapes. • The railway route is part of the UNESCO World Heritage Site. • Presence of historical infrastructures of high value to be recovered. 	CRITICAL ISSUES <ul style="list-style-type: none"> • General indifference of the population towards degraded areas. • Planning inconsistency. • The line crosses different territorial realities, therefore with the need for ad hoc interventions.
TARGETS <ul style="list-style-type: none"> • Enhancement and safeguarding of the historic railway line. • Use of the route as an alternative mobility. • Enhancement and protection of the urban, landscape, ecological and historical context. • Increase of the local economy. • Increase in the sense of belonging of the community. • Maintain a physical record of business relations between Singapore and Malaysia. 	
OPERATIONAL STRATEGIES <ul style="list-style-type: none"> • Creation of safe, comfortable and pleasant itineraries and infrastructures separated from motorized traffic. • Transformation of abandoned areas into parks, recreation areas, vegetable and community gardens. • Creation of safe paths. • Creation of recreational and accommodation activities along the entire green corridor. • Active public participation in territorial planning. • Restoration of historical railway infrastructures and artifacts present along the route. • Accuracy in the choice of materials and finishes used in the executive phase. 	

Table S3 – REPUBLIC OF SINGAPORE, The green corridor, Singapore

Objectives	Sub objectives	Actions			
Social Quality	Increase inclusive mobility	Create intermodal hubs	Create meaningful links (home, school, work)	Create easy rest areas and services	
	Ensure route safety	Design routes for different users	Obtain comfort through the wise use of materials		
	Increase of awareness and sense of belonging to a place	Promote the foundation of associations	Activate coordination tables between stakeholder and citizens		
Environmental Protection	Improve the urban context resilience	Implement projects related to the urban context			
	Protect biodiversity and environmental values	Enhance ecological and landscape resources	Promote the foundation of protection associations	Create protection limits for particularly sensitive areas	Connect points of environmental interest
	Enhance the historical heritage	Recover the historical paths	Enhance historical resources	promote the foundation of associations for the protection of historical heritage	
Economic Development	Increase local economy				
	Recreational educational activities	Create areas for educational purposes	Create areas for recreational purposes		


BELGIUM, RAVeL (Reseau Autonome de Voies Lentes) in Wallonia, Bastogne-Witz [8,9]	
 	<p>In Belgium, the development of a soft mobility network has reached remarkable levels, especially in Wallonia, where the program RAVeL for the creation of a network for non-motorized traffic, has promoted the creation of hundreds of kilometers of routes using the disused railway network, towpaths, roads and country paths.</p> <p>In 1992 the Government redefined the road network hierarchy by identifying three categories: the high-capacity road network for motorized vehicles, the interurban network and the autonomous network of slow roads for non-motorized vehicles, the RAVeL. This project is mainly oriented towards cycling, with a minimum standardized cross section of 2.5 m on asphalted or concrete ground which allows, moreover, the use of the path by skaters, strollers and wheelchairs. Therefore, these are reserved paths on an autonomous roadway which allow safe and secure use. The routes cover almost the entire region avoiding conflict points with roads, are divided into five main routes and a series of secondary routes separated from the main network. The analyzed section refers to the Bastogne-Wiltz route.</p>
STAKEHOLDER: Regions, Municipalities, Ministry of Public Works and associations,	USED INFRASTRUCTURES: Disused railway network, country paths, river towpaths
ROUTE LENGTH: 19 km	FINANCING: State and European
STRENGTHS <ul style="list-style-type: none"> • Presence of hundreds of kilometers of disused railway routes. • Availability for collaboration between the various actors involved at the administrative level. • Presence of a prestigious urban, landscape, ecological and historical context. • Route variety from an environmental point of view. • Alternation of urban and extra-urban routes. 	CRITICAL ISSUES <ul style="list-style-type: none"> • Discrepancy between ownership, management and use of infrastructures. • Need to keep navigable river infrastructures operational. • Conflict with the infrastructure for motorized vehicles.
TARGETS <ul style="list-style-type: none"> • Promote slow mobility for daily commuting. • Design of different large-scale itineraries that allow the creation of an interconnected network distributed throughout the territory. • Enhancement and protection of the urban, landscape, ecological and historical context. • Make the route attractive also from a recreational and tourist point of view. • Requalification and safety of towpaths along rivers. • Safety of the various users. • Persistence over time of the project actions. • Awareness of citizens to make known the routes. 	
OPERATIONAL STRATEGIES <ul style="list-style-type: none"> • Use of disused historical railway lines and towpaths, country roads, paths for secondary connections. • Recovery of river towpaths with particular attention to navigable sections, to ensure boats safe 	

movement.

- Transformation of old mines into adventure parks.
- Promote the paths maintenance and management coordination by the various stakeholders.
- Design of routes that allow the connection between attractive poles of interest (home, school, work) and construction of internodal hubs equipped with safe services to reach the route with different public and private transport systems.
- Organization of a multidisciplinary team to establish a communication policy with the population and in particular with the owners and managers of the activities adjacent to the path.
- Preliminary study of the characteristic vegetation of the area and provision of a respect green belt along towpaths for the ecological protection of the territory.
- Geometric characteristics of the route: width, longitudinal and transversal slopes and use of suitable signage.
- Attention to the routes comfort using specific materials.
- Foundation of associations that are involved in disseminating and collecting ideas on greenways and territorial analysis, with the creation of websites for information purposes with maps and route descriptions.

Table S4 – BELGIUM, RAVeL (Reseau Autonome de Voies Lentes) in Wallonia, Bastogne-Witz

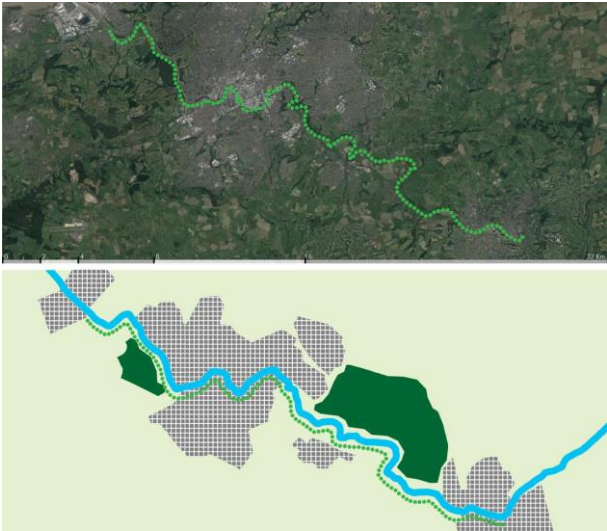
Objectives	Sub objectives	Actions			
Social Quality	Increase inclusive mobility	Create intermodal hubs	Create meaningful links (home, school, work)	Enhance connections	
	Ensure route safety	Design routes for different users	Create adequate signage	Design routes with specific characteristics	Obtain comfort through the wise use of materials
	Increase of awareness and sense of belonging to a place	Promote the foundation of associations for the enhancement of local resources	Activate coordination tables between stakeholder and citizens	Disseminate initiatives through the mass media	
Environmental Protection	Improve the urban context resilience	Connect scattered buildings			
	Protect biodiversity and environmental values	Enhance the characteristic vegetation of the context	Recovery of the towpaths with particular attention to the navigable sections	Create protection limits for particularly sensitive areas	
	Enhance the historical heritage	Recovering abandoned industrial buildings	Recovering historical routes	Recovering existing buildings	
Economic Development	Increase local economy	Create refreshment points and services to support economy	Activate dissemination campaigns for the activities		
	Increase cultural, recreational and economic attractiveness	Create areas with didactic purpose	Create areas with recreational purpose		

FRANCE, Vèloroutes & Voies Vertes, Chamberie [10,11]	
	<p>The decision of France to support and implement the project of a greenway network on a national scale was born both to meet the needs of the French population and to activate a tourist plan. In 1994 the Interministerial Committee for the Control of the Policy in Favor of the Bicycle (CIADT) was created, an initiative of the Ministry of Land and Environment, the Ministry of Transport and Tourism and the Ministry of Youth and Sports. The work carried out by the Committee resulted in the proposal of the Schéma National Vèloroutes et Voies Vertes, adopted by CIADT in 1998. The network was developed through the Regional Development Act, in the form of a public services plan. The "vèloroutes" and "voies vertes" are the two French terms of reference for the planning of territorial soft mobility networks. For the greenway technical characteristics, the various Administrations have drawn up a series of technical Guidelines containing the technical standards to be used nationally.</p> <p>The analyzed greenway is the "Avenue Verte" of Chambéry, which connects the metropolitan area of Chambéry with Lake Bourget, which was one of the first French routes in which the American concept of greenway was adopted.</p>
STAKEHOLDER: CIADT, Ministry of the Territory and the Environment, Ministry of Transport and Tourism, AF3V Vèloroutes et voies vertes	USED INFRASTRUCTURES: Disused railway network, country paths, river towpaths
ROUTE LENGTH: 10 km	FINANCING: State and European
STRENGTHS <ul style="list-style-type: none"> • River towpaths have a high potential for reuse and conversion to greenways. • Particular sensitivity of the population towards sustainable mobility and greenways. • Availability for collaboration between the various actors involved at the administrative level. • Importance of the urban, landscape, ecological and patrimonial context. • Alternation of urban and extra-urban routes. 	CRITICAL ISSUES <ul style="list-style-type: none"> • Hydraulic problems linked to the route. • Opposition from area farmers who considered the route construction harmful to their interests.
TARGETS <ul style="list-style-type: none"> • Design of different large-scale itineraries that allow the creation of an interconnected network distributed throughout the territory and favor soft mobility for daily journeys by creating a network. • Creation and management of a cycle / pedestrian itinerary while maintaining the different use of waterways. • Implementation of trans-European connections. • Comprehension of different types of users such as skaters, strollers, wheelchairs, pedestrians. • Safety of the various users. • Hydraulic requalification of towpaths along rivers and resolution of legal and technical obstacles relating to the various properties. • Enhancement and protection of the urban, landscape, ecological and historical context. 	

<ul style="list-style-type: none"> • Make the route attractive also from a recreational and tourist point of view.
OPERATIONAL STRATEGIES <ul style="list-style-type: none"> • Bike storage and custody service to facilitate the use of alternative mobility. • Improve the bicycles transport services on trains without additional payment and the storage of the same within the stations. • Design of routes that allow the connection between attractive poles of interest (home, school, work) even on a large scale and construction of internodal hubs in safety to reach the route with different public and private transport systems. • Draw up a unique national technical Standard for the greenways construction containing the route geometric characteristics: width, longitudinal and transversal slopes and use of appropriate signage. • Improve routes access through the construction of safe intermodal hubs. • Resolution of obstacles related to the legal and technical sphere relating to the French waterway network through an agreement signed by the parties involved. • Partnership processes, which aim to divide the specific roles of the different actors involved in the management and implementation of the work. • Mediation between resident citizens and workers with the administrative Authorities for the routes planning. • Problem solving related to hydraulic works, dams and canals arrangement. • Foundation of associations that are involved in disseminating and collecting ideas on greenways and territorial analysis, with the creation of websites for information purposes with maps and route descriptions.

Table S5 – FRANCE, Véloroutes & Voies Vertes, Chamberie

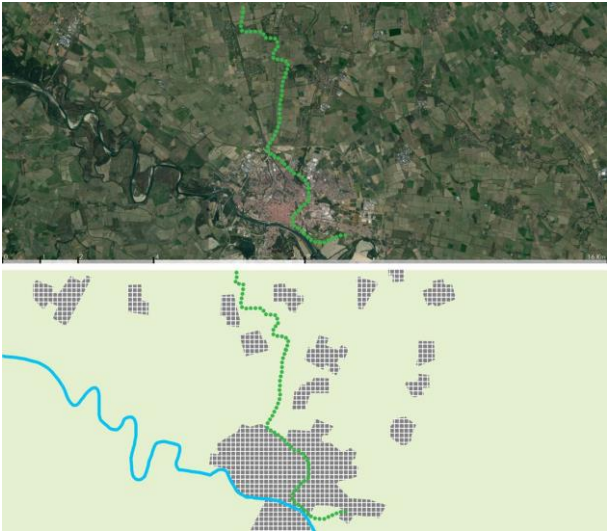
Objectives	Sub objectives	Actions			
Social Quality	Increase inclusive mobility	Create intermodal hubs	Create meaningful links (home, school, work)	Enhance connections	Activate coordination tables for the promotion of slow mobility
	Ensure route safety	Design routes with specific characteristics	Create adequate signage	Design reserved routes for different users	Encourage the creation of a national technical Standard
	Increase of awareness and sense of belonging to a place	Promote the foundation of associations for the enhancement of local resources	Disseminate initiatives through the mass media	Analyze territorial resources	
Environmental Protection	Improve the urban context resilience	Implement projects related to the urban context	Connect scattered buildings		
	Protect biodiversity and environmental values	Enhance ecological and landscape resources	Enhance dams and canals	Resolve legal obstacles through conventions	
	Enhance the historical heritage	Enhance the historical resources of the territory			
Economic Development	Increase local economy	Create refreshment points and services to support economy	Activate dissemination campaigns for the activities	Connect economic poles	Promote the activation of coordination tables in favor of the economy
	Increase cultural, recreational and economic attractiveness				

GREAT BRITAIN, Greenways and Quiet Roads, Bristol-Bath [12]	
	<p>Greenways and Quiet Roads are two initiatives part of a large project of the British Government to promote slow mobility and discouraging the car use by encouraging the use of bicycles and walking, especially for the smallest age groups. It is a strategic project involving the Ministry of Transport and Health and the Countryside Agency, an association set up by the British government to enhance the territory, improve living conditions and encourage the countryside use by the population. Due to its particular attention to the people systematic moving, the main objective of the Countryside Agency is to create a network of local interest that allows people to move around safely. Furthermore, in 1983, the Sustrans organization was born, which aims to promote soft, non-motorized mobility, supporting and encouraging the creation of routes on a reserved roadway. To regulate the design, local Authorities published various Greenways Handbook, a guide to the greenways design.</p>
STAKEHOLDER: Government, Ministry of Transport, Local Associations	USED INFRASTRUCTURES: Disused railway network, country paths, river towpaths
ROUTE LENGTH: 20 Km	FINANCING: Lotteries, companies, individuals, sponsors
STRENGTHS <ul style="list-style-type: none"> • Presence of spontaneous local initiatives relating to the knowledge and dissemination of green paths. • Collaboration between government Agencies, local associations, citizens, groups of volunteers for the solution of problems relating to the greenways design. • Inland waterways as an economic, environmental and social resource. • Creation and management of a cycle / pedestrian itinerary keeping the different use of waterways. • Alternation of urban and extra-urban routes. 	CRITICAL ISSUES <ul style="list-style-type: none"> • Lack of a network to ensure systematic mobility throughout the territory. • Lack of an update Highway Code including the greenway concept. • Lack of a general plan for carrying out projects on disused railways. • Opposition from farmers in the area who considered the route construction harmful to their interests.
TARGETS <ul style="list-style-type: none"> • Design of different large-scale itineraries allowing the creation of an interconnected network distributed throughout the territory. • Population awareness about slow mobility to discourage the car use and encourage the use of bicycles and walking, especially for minors. • Enhancement of the territorial context. • Make the route attractive also from a recreational and tourist point of view. • Creation of safe, comfortable and pleasant itineraries and infrastructures separated from motorized traffic. • Comprehension of different types of users such as skaters, strollers, wheelchairs, pedestrians, cyclists, impaired people, especially with visual impairments. • Enhance the area, improve living conditions and encourage the use of the countryside by the population. • Enhancement of the waterway network, improving many sections of towpaths and inserting them into the national network of cycle and pedestrian paths. 	

<ul style="list-style-type: none"> Improvement of the economic condition of the involved localities.
OPERATIONAL STRATEGIES <ul style="list-style-type: none"> Creation of a network (National Cycle Network) that also crosses urbanized areas. Local and private interventions for the recovery and conversion of disused railways into greenways. Equip the route with rest areas and various services. Design of routes that allow the connection between attractive poles of interest (home, school, work) even on a large scale and construction of internodal hubs to reach the route with different public and private transport systems. The local Authorities created a Greenways Handbook, a guide to the greenways design highlighting the attention to the users safety and comfort, in particular with reduced physical abilities, through a careful design of the route characteristics such as the width, longitudinal and transversal slopes, separation features between users, materials and the use of appropriate signage. Within the definition of the reserved path, the two different applicable types are: users separation or integration. Creation of an association (AINA) to manage inland waterways, in collaboration with public and private Agencies, by inserting the routes along the canals within the cycle and pedestrian network. Attention to the application of operational strategies depending on the context (urban or suburban) and on the different types of users. Partnership processes, which aims to divide the specific roles of the different actors involved in the management and implementation of the work. Mediation between resident citizens and workers with the administrative Authorities for the routes planning. Foundation of associations involved in disseminating and collecting ideas on greenways.

Table S6 – GREAT BRITAIN, Greenways and Quiet Roads, Bristol-Bath

Objectives	Sub objectives	Actions			
Social Quality	Increase inclusive mobility	Create intermodal hubs	Create meaningful links (home, school, work)	Activate coordination tables for the promotion of slow mobility	
	Ensure route safety	Design routes for different users	Create routes with specific characteristics	Obtain comfort through the wise use of materials	Encourage the creation of technical Guidelines
	Increase of awareness and sense of belonging to a place	Promote the foundation of associations for the enhancement of local resources	Analyse the territorial resources		
Environmental Protection	Improve the urban context resilience	Implement projects related to the urban context			
	Protect biodiversity and environmental values	Enhance ecological and landscape resources	Promote the foundation of protection associations	Insert the towpaths into the network	
	Enhance the historical heritage	Recover the historical paths	Promote the foundation of heritage protection associations	Enhance historical resources of the territory	
Economic Development	Increase local economy	Create refreshment points and services to support economy	Encourage the employment of young people	Promote the activation of coordination tables in favor of the economy	
	Increase cultural, recreational and economic attractiveness				

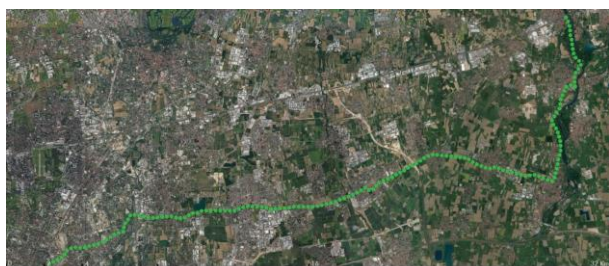
ITALY, Region of Lombardy, The Greenway of the Battle of Pavia [13–15]	
	<p>The greenway of the Battle of Pavia was created to enhance the four main territorial realities: the agricultural reality, consisting of cultivated fields divided by a network of canals of historical origin; the urban-agricultural reality, marked by the presence of disorderly urbanization and numerous uncultivated land; the city of Pavia; the fluvial reality of Ticino and other waterways. The intervention context is above all historical and cultural: the project intends to retrace and reinterpret the Battle of Pavia in 1525, one of the most significant events in European history. The route is 19 km long in sections of variable widths (from 3-4 m in urban areas up to 30-40 in natural areas), with a series of hierarchically articulated routes trying to exploit existing itineraries aiming at their recognition and their redevelopment, avoiding as much as possible the creation of new paths. It is necessary to emphasize that we always speak of an "itinerary" and not of a cycle path, precisely to underline the character of the richer and more complex intervention of a simple road for cyclists.</p>
STAKEHOLDER: Region, Province, Municipalities	USED INFRASTRUCTURES: River towpaths, forest trails and urban parks
ROUTE LENGTH: 19 km	FINANCING: Governmental and regional
STRENGTHS <ul style="list-style-type: none"> • Alternation of different territorial realities characteristic of the Pavia area: agricultural, urban-agricultural, urban-consolidated and river. • Context characterized by a historical-cultural value for one of the most significant historical events in European history: The Battle of Pavia (1525). • Presence of parks of great value and a regular agricultural historical landscape. • Visible presence in the territory of its historical stratification. • Presence of technological elements of historical significance in the water system. • The Canal as a natural linear system of connection between the agricultural area, the city and the Ticino river. 	CRITICAL ISSUES <ul style="list-style-type: none"> • Monotonous and rigid rural and urban landscape with which the route should confront. • Fragmentation of the Pavia area caused by road infrastructures, the limits imposed by the building and barriers caused by urban gardens and illegal dwellings. • Intensive cultivation practices that impoverish the vegetation of the canals banks.
TARGETS <ul style="list-style-type: none"> • Design of different large-scale itineraries that allow the creation of an interconnected network that is distributed throughout the territory. • Weld the separated portions of the territory following the construction of the North Ring Road, favoring a more widespread and thematic use of the territory. • Make the route attractive also from an educational, recreational and tourist point of view. • Creation of safe, comfortable and pleasant itineraries and infrastructures separated from motorized traffic to favor slow mobility. 	

<ul style="list-style-type: none"> Hydraulic requalification of towpaths and protection of the canals banks and enriching their vegetation. Safeguard and enhancement of the ecological, urban, landscape and historical context. Inform and raise awareness among citizens, increasing the sense of belonging and knowledge of the places.
OPERATIONAL STRATEGIES <ul style="list-style-type: none"> Creation of paths starting from already existing ones for their recovery or adaptation avoiding as much as possible the creation of new paths. Enhancement of the water-historical network of canals, naviglio and fountains, improving the towpaths sections and converting them into cycle-pedestrian paths by identifying an internal network that connects poles of interest that are part of the same greenway. Local interventions for the recovery and enhancement of existing paths, through the creation of three different types of thematic itineraries: naturalistic, historical and the itinerary of the Battle. Design of routes that allow the connection between attractive poles of interest (home, school, work) and construction of internodal hubs to reach the route with different public and private transport systems. Equip the route with rest areas and various services. Study, analysis, synthesis, evaluation of the site's historical and landscape natural resources, through thematic maps (historical, ecological, land use, water use). Search for compromise solutions to address the fragmentation of the territory by damming impossible areas, crossing and re-crossing the canal, narrowing the path to a minimum by designing bridges, underpasses, overpasses, crossings with traffic lights, etc. Plan the routes from an ecological point of view, diversifying the composition of the vegetation according to the characteristics of each site. Programming of initiatives that deal with disseminating and collecting ideas on greenways and territorial analysis with the creation of websites for information purposes with maps and route descriptions.

Table S7 – ITALY, Region of Lombardy, The Greenway of the Battle of Pavia

Objectives	Sub objectives	Actions			
Social Quality	Increase inclusive mobility	Enhance connections	Create easy rest areas and services		
	Ensure route safety	Design routes for different users			
	Increase of awareness and sense of belonging to a place	Analyse the territorial resources	Disseminate initiatives through mass media		
Environmental Protection	Improve the urban context resilience	Implement projects related to the urban context			
	Protect biodiversity and environmental values	Enhance ecological and landscape resources	Protect with suitable vegetation	Create equipped areas	Insert the towpaths into the network
	Enhance the historical heritage	Recover the historical paths	Enhance historical resources of the territory		
Economic Development	Increase local economy	Create refreshment points and services to support economy	Enhance economic resources of the territory		
	Increase cultural, recreational and economic attractiveness	Create new thematic routes	Create areas for educational purposes		

ITALY, Region of Lombardy, The Greenway along the Martesana Naviglio [16–18]



The Martesana territory winds along the embankments of the homonymous canal and is part of the larger Adda-Martesana area. The area taken into consideration is that concerning the continuation of the "Bicocca-Martesana" Green Ray, which runs parallel to the 11th Padana Superiore State Road, along the course of the Naviglio Martesana and then reaches the Adda Nord Park. The proximity to Milan and the connection via the railway network and the "green" metro line make the area easily accessible and establish a close relationship with the main transport arteries nationwide. The route begins in Milan to arrive to Trezzo sull'Adda for a length of 35 km. It is a path that runs along the canal towpath, designed for pedestrians and cyclists. Along the itinerary it is possible to visit places of interest and protected areas such as the South-Milan Agricultural Park and the Adda North Park; also the Martesana Naviglio is object of environmental landscape protection and numerous historic buildings that have kept unaltered the historical layout and significant technical-environmental characteristics.

STAKEHOLDER: Municipalities, Transport Company, MIBici

USED INFRASTRUCTURES: River towpaths, forest trails and urban parks

ROUTE LENGTH: 35 km

FINANCING: Association and State

STRENGTHS

- Proximity to the city of Milan and connection with national infrastructures.
- The Naviglio is a qualifying element of the landscape and of green continuity between the different settlement systems.
- Presence of valuable elements from the historical-cultural, agricultural-naturalistic point of view.
- Possibility of planning sustainable mobility thanks to the conformation of the territory.
- Alternation of urban and extra-urban routes, areas of naturalness, agricultural landscapes, building, historical, artistic and rural heritage.


CRITICAL ISSUES

- Situations of partial degradation of the territory and of the already present routes.
- Monotonous and rigid rural and urban landscape with which the route should confront.
- Thinning of large commercial and recreational services from Milan to widespread urban centers.
- Slow mobility by tradition and climatic conditions is not a priority choice as regards systematic travel, despite the proactive efforts of local Authorities.
- The existing cycle routes are mostly designed to meet the needs of recreational tourism.
- Low infrastructures safety due to distressed areas, path sections shared with vehicular traffic, unmarked curves and bottlenecks, absence of railings near towpaths, presence of drains from neighboring industries, poor lighting in extra-urban areas.
- High demand for travel between neighboring municipalities which necessarily requires constant collaboration between the local authorities, which are poorly interconnected.
- Fragmentation of the territory as a result of road

	infrastructures and the limits imposed by building.
TARGETS <ul style="list-style-type: none"> • Design of different large-scale itineraries that allow the creation of an interconnected network that is distributed throughout the territory. • Promote soft mobility for daily commuting and not exclusively for tourist-recreational purposes. • Create a strategic planning process capable of enhancing the different territorial, natural, cultural, historical, agricultural and landscape complexities. • Increase the sense of safety in the cycle / pedestrian network for systematic journeys. • Protect environments of ecological value, diversifying the composition of the vegetation according to the characteristics of each site. • Make the route attractive also from a recreational and tourist point of view. • Persistence over time of the project actions. • Inform and raise awareness among citizens, increasing the sense of belonging and knowledge of the places. 	
OPERATIONAL STRATEGIES <ul style="list-style-type: none"> • Promote the recovery and reuse of old transport infrastructures, accessible to different types of users, by converting the main route of the Martesana Naviglio into a real greenway. • Recovery and reorganization of existing rural roads with the use of ecological pavement. • Creation of new routes, where necessary, integrated with the creation of a network. • Creation of guarded parking lots and a combination of coordinated use of bicycles and public transport. • Definition of strategies and actions to make the local mobility system more competitive and attractive and to make it a tool for the perception and use of spaces and landscapes not very accessible today. • Design of routes that allow the connection between attractive poles of interest (home, school, work) and construction of safe internodal poles to reach the route with different public and private transport systems. • Equip the route with rest areas and various services. • Study, analysis, synthesis, evaluation of the site's historical and landscape natural resources. • Put the issues of environmental quality and ordinary space lived by the inhabitants at the center of the design, questioning about the possible effects on resident and non-resident populations, on request of services and goods that they express, on the quality of the offer available and on the possibility that this demand will be able to generate further positive effects on the local economy, on employment and, in general, on the quality of life. • Organization of coordination tables at supra-local and supra-municipal levels to support administrative actors in planning at different levels according to the logic of coordination and sharing of choices. • Partnership processes, to divide the specific roles of the different actors involved in the management and implementation of the work. • Construction of a territorial reference model that reports the interpretation of the territory characteristics and its possible future transformations that can also be used in future projects. Subsequently, realization of an atlas of launched and shortly completed projects, made on the basis of future development forecasts. • Plan the routes from an ecological point of view, diversifying the composition of the vegetation according to the characteristics of each site. • Propose a network of routes to retrace the historical route for educational and recreational purposes. • Signing of agreements between public administration and farms to avoid progressive and uncontrolled expansion of the extra-urban system to the detriment of the rural territory. • Geometric characteristics of the route: width, longitudinal and transversal slopes and use of suitable signage. • Plan initiatives dealing with disseminating information on greenways also supported by existing projects (MiBici and BikeMi) and strategic plans to encourage the use of bicycles as a primary transportation mode. 	

Table S8 – ITALY, Region of Lombardy, The Greenway along the Martesana Naviglio

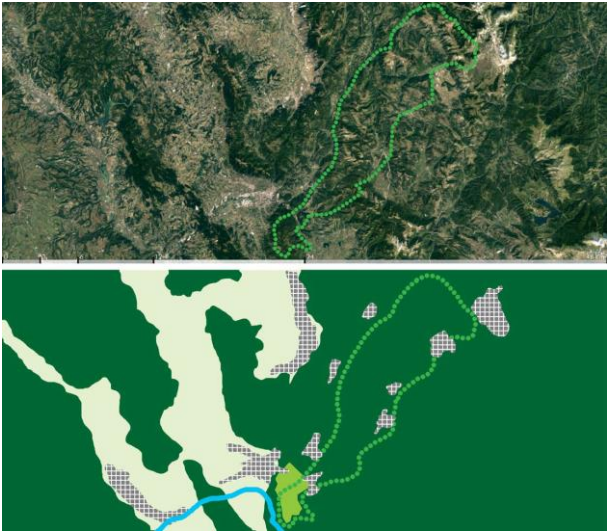
Objectives	Sub objectives	Actions			
Social Quality	Increase inclusive mobility	Create intermodal hubs	Create meaningful links (home, school, work)	Enhance connections	Create new routes and easy rest areas and services
	Ensure route safety	Design routes for different users	Promote road education campaigns	Design routes with specific characteristics	
	Increase of awareness and sense of belonging to a place	Promote the foundation of associations for the enhancement of local resources	Disseminate initiatives through mass media		
Environmental Protection	Improve the urban context resilience	Implement projects related to the urban context	Connect scattered buildings	Connect service hubs	Activate discussion tables between Administrations
	Protect biodiversity and environmental values	Enhance ecological and landscape resources	Create equipped areas	Enhance the typical vegetation	Create new routes for landscaping
	Enhance the historical heritage	Recover the historical paths	Enhance historical resources	Create new routes to support the use of the historical heritage	
Economic Development	Increase local economy	Create refreshment points and services to support economy	Enhance economic resources of the territory		
	Increase cultural, recreational and economic attractiveness	Create areas for educational purposes	Create areas for recreational purposes	Create new thematic routes	

ITALY, Region of Tuscany, The Greenway of the Arno [19–21]	
	<p>The cycle route, over 350 km long, begins on the slopes of Mount Falterona, in the Casentinesi Forest Park, and ends on the sea, in Marina di Pisa, in the Migliarino and San Rossore Park, winds along the most important river in the history of Tuscany, the Arno, touching Florence and Pisa, with safe, comfortable and well-equipped cycle paths. A path useful first of all to residents in the coastal municipalities, and then to tourists and hikers, to make contact with the river, with tradition, history and nature, to exercise in a pleasant environment, to socialize, but also to move for work and study reasons in urban areas towards historic centers, industrial areas, hospitals, schools, sports facilities, parks. The greenway is also an economic structure, that employs about 300 employees in activities and related services (catering, commerce, agritourism, accommodation, rental and cycle tour guides, etc.). It is destined to perform many functions (environmental, transport, economic, sports, educational, cultural and socio-health) for the population, for tourists, for economic activities and for this reason it is connected with other infrastructures for mobility. (roads, railways, public transport, parking lots, etc.), built according to the Eurovelo Project and Bicalia of Fiab.</p> <p>The paths are located on reserved roads for cycling, and in any case not motorized, paths on low traffic roads, cycle paths adjacent to roads with normal traffic, country roads, paths on the top of the embankment and existing routes.</p>
STAKEHOLDER: Tuscany Region, Local Municipal Administrations	USED INFRASTRUCTURES: River towpaths, forest trails and urban parks
ROUTE LENGTH: 350 km	FINANCING: State and European
STRENGTHS <ul style="list-style-type: none"> • The development of soft mobility is one of the central pillars of the environmental policies of the Tuscany Region. • Attention and knowledge of the figures involved of European and international best practices in the field of sustainable mobility. • Presence of valuable elements from the historical-cultural, agricultural-naturalistic point of view. • The towpaths are natural paths both from the morphological point of view and from the historical tourist point of view and represent the most widespread form of connection between cities and small towns. • Alternation of urban and extra-urban routes, areas of naturalness, agricultural landscapes, 	CRITICAL ISSUES <ul style="list-style-type: none"> • Hydraulic risk. • Situations of partial degradation of the territory and of the routes already present that require adaptation for safety and sometimes infrastructural interventions. • Thinning of large commercial and recreational services from the center to widespread urban centers. • Low level of safety of existing infrastructures due to sections shared with vehicular traffic. • High travel demand between neighboring municipalities which necessarily requires constant collaboration between the local Authorities, which are poorly interconnected. • Fragmentation and diversification of the territory caused by the various

building, historical, artistic and rural heritage.	<p>geomorphological conditions and the different administrative policies.</p> <ul style="list-style-type: none"> • Lack of large-scale strategic planning relating to times and costs of implementation and identification of specific paths forming part of the entire network.
<p>TARGETS</p> <ul style="list-style-type: none"> • Design of different large-scale itineraries that allow the creation of an interconnected network that is distributed throughout the territory. • Promote slow mobility for daily commuting and not exclusively for tourist-recreational purposes. • Hydraulic requalification of towpaths along rivers. • Comprehension of different types of users such as skaters, strollers, wheelchairs, pedestrians. • Increase the sense of safety in the cycle / pedestrian network for systematic journeys. • Guarantee the enhancement of existing naturalistic, landscape, historical and artistic resources. • Protect environments of ecological value, diversifying the composition of the vegetation according to the characteristics of each site. • Make the route attractive also from a recreational and tourist point of view. • Persistence over time of the project actions. • Inform and raise awareness among citizens, increasing the sense of belonging and knowledge of the places. 	
<p>OPERATIONAL STRATEGIES</p> <ul style="list-style-type: none"> • Have a complete overall design vision of all the works to be carried out: physical infrastructures, structures and accessory equipment. • Provide useful information for all public or private entities that intend to build a greenway on the national territory. • Recovery and reorganization of existing rural roads with the use of ecological pavement. • Creation of guarded parking lots and a combination of coordinated use of bicycles and public transport. • Design of a main route by identifying a network that connects poles of interest as well as public transport hubs suitably equipped for a proper interchange. • Equip the route with rest areas and various services. • Study, analysis, synthesis, evaluation of the site's historical and landscape natural resources. • Hydraulic risk analysis considering the flood level in relation to the return times. • Partnership processes, to divide the specific roles of the different actors involved in the management and implementation of the work. • Organization of coordination tables at supra-local and supra-municipal levels to support administrative actors in planning at different levels according to the logic of coordination and sharing of choices. • Preliminary study of the characteristic vegetation of the area and provision of a green belt of respect along the towpaths of the rivers for the purpose of ecological protection of the territory. • Plan the routes from an ecological point of view, diversifying the composition of the vegetation according to the characteristics of each site, providing appropriate posters illustrating the flora and fauna present. • Propose a network of routes to better retrace the historical and landscape route for educational and recreational purposes. • Attention to routes comfort and safety through the use of specific materials, ensuring ease of maintenance. • Geometric characteristics of the route: width, longitudinal and transversal slopes and use of suitable signage; escape every 500 meters. • Safeguard the functionality of hydraulic works: banks, embankments and walls. • Planning of initiatives aimed at school groups, in particular middle schools and the necessary services. 	

Table S9 – Region of Tuscany, The Greenway of the Arno

Objectives	Sub objectives	Actions			
Social Quality	Increase inclusive mobility	Create intermodal hubs	Create meaningful links (home, school, work)	Enhance connections	Activate coordination tables for the promotion of slow mobility
	Ensure route safety	Design routes for different users	Secure and redevelop water bodies	Create routes with specific characteristics	Get comfort through the wise use of materials
	Increase of awareness and sense of belonging to a place	Activate coordination tables between stakeholder and citizens			
Environmental Protection	Improve the urban context resilience	Implement projects related to the urban context	Connect scattered buildings	Activate coordination tables between Administrations	Connect services hubs
	Protect biodiversity and environmental values	Enhance ecological and landscape resources	Connect environmental points	Enhance the characteristic vegetation	Create new routes for the landscape use of the territory
	Enhance the historical heritage	Recover the historical paths	Enhance historical resources	Create new routes to support the use of the historical heritage	
Economic Development	Increase local economy	Promote coordination tables to support economy			
	Increase cultural, recreational and economic attractiveness	Design new thematic routes	Activate specific proposals for the school		

ITALY, Region of Umbria, The Greenway of the Nera River [22–24]	
	<p>The Greenway of the Nera river is a cycling route in the Province of Terni in Umbria. For a good part of the itinerary, it is possible to cycle along the course of the Nera river and its emissaries following a circuit of naturalistic, cultural and historical interest. The Greenway of the Nera river consists of 180 km of secondary roads, paths, embankments and clinging villages; the analyzed part develops from the Marmore Falls in Ferentillo, returning to the starting point via an alternative route. It consists of dirt paths, which can be traveled on foot, by bicycle or on horseback, which run along the Nera river and make it accessible in a slow and low impact mode. This infrastructure brings together all the interventions that have been carried out over time to re-propose the Benedictine itineraries, the Via Francigena of San Francesco and the former Spoleto Norcia railway. From the Marmore Falls, it is possible to travel along the left bank of the Nera river using one of the longest and most interesting dirt roads in Central Italy. The route makes the crossing of SIC and SPA areas accessible through the entire network of marked trails.</p>
STAKEHOLDER: Region, Mobility and Transport Sector, Municipalities	USED INFRASTRUCTURES: River towpaths, forest trails and urban parks
ROUTE LENGTH: 180 km	FINANCING: Regional Operational Programme – European Regional Development Fund 2007-2013
STRENGTHS <ul style="list-style-type: none"> • Attention and knowledge of the figures involved of European and international experiences in the field of sustainable mobility. • Presence of valuable elements from the historical-cultural, naturalistic point of view. • Presence of dirt roads with a strong historical, natural and cultural value. • Territory capable of self-representing itself with authority and credibility. • Possibility of increasing the local economy. 	CRITICAL ISSUES <ul style="list-style-type: none"> • The territory becomes a naturalistic emergency to be preserved and lived respecting the ecological balance. • The Special Protection Areas (SPAs) and the Sites of Community Importance (SICs), reachable through a good level network of trails, represent episodes that are hardly attributable to a whole by non-experts. • Difficult to identify the boundaries of protected areas due to the absence of specific signs indicating their existence, extent, consistency and characterization. • High extension of the route on the territory and therefore difficulty in its maintenance and protection. • Need for special services such as dining and accommodation. • Fragmentation and diversification of the territory caused by various geomorphological conditions.
TARGETS <ul style="list-style-type: none"> • Promote slow mobility for daily commuting and not exclusively for tourist-recreational purposes. 	

- More widespread and thematic use of the territory through the facilitation of intermodal exchanges with public transport.
- Safeguard and enhancement of the urban, landscape, ecological and patrimonial context.
- Protect environments of ecological value, diversifying the composition of the vegetation according to the characteristics of each site.
- Comprehension of different types of users such as skaters, strollers, wheelchairs, pedestrians.
- Increase the sense of safety in the cycle / pedestrian network for systematic journeys through the creation of safe, comfortable and pleasant itineraries and infrastructures, separated from motorized traffic.
- Building an effective alliance between tourists and the territory.
- Improvement of the economic condition of the involved localities.
- Make the path attractive also from an educational and recreational point of view.
- Inform and raise awareness among citizens, increasing the sense of belonging and knowledge of the places.

OPERATIONAL STRATEGIES

- Propose economic and less expensive solutions, therefore easily achievable and manageable over time.
- Have a complete overall design vision of all the works to be carried out: physical infrastructures, structures and accessory equipment.
- Create a strategic planning process capable to manage the different territorial, natural, cultural, historical, agricultural and landscape complexities.
- Recovery and reorganization of existing rural roads with the use of ecological pavement.
- Definition of strategies and actions to make the local mobility system more competitive and attractive and to make it a tool for the perception and use of spaces and landscapes not very accessible today.
- Design of routes that allow the connection between attractive poles of interest (home, school, work) and construction of safe internodal hubs to reach the route with different public and private transport systems.
- Creation of guarded parking lots and a combination of coordinated use of bicycles and public transport.
- Study, analysis, synthesis, evaluation of the site's historical and landscape natural resources.
- Plan the routes from an ecological point of view, diversifying the composition of the vegetation according to the characteristics of each site, providing appropriate posters illustrating the flora and fauna present.
- Preliminary study of the characteristic vegetation of the area crossed and provision of a green belt of respect along the towpaths of the rivers for the territory ecological protection.
- Attention to the following aspects: access, practicability, re-stitching of the sites.
- Organization of coordination tables at supra-local and supra-municipal levels to support administrative actors in planning at different levels according to the logic of coordination and sharing of choices.
- Partnership processes, to divide the specific roles of the different actors involved in the management and implementation of the work.
- Propose a network to better retrace the historical and landscape route for educational and recreational purposes.
- Attention to the routes comfort and safety through the use of specific materials, ensuring ease of maintenance.
- Equip the route with rest areas and various services.
- Promote the commitment of catering and accommodation services to local managers, supported by public administrations through start-ups and economic benefits.
- Promote advanced, prepared and aware tourism as it can play an effective role in controlling and safeguarding the territory and organizing feedback collection systems that promote the development of active tourism.
- Foundation of associations that are involved in disseminating and collecting ideas on greenways and territorial analysis, with the creation of websites for information purposes with maps and route descriptions.
- Implement actions that allow the identification of "loyal" visitors so that they can take advantage of privileges in the services and can feel an active part of a program, increasing the sense of belonging.

Table S10 – ITALY, Region of Umbria, The Greenway of the Nera River

Objectives	Sub objectives	Actions			
Social Quality	Increase inclusive mobility	Create intermodal hubs	Create meaningful links (home, school, work)	Create recognizable entrances	Create easy rest areas and services
	Ensure route safety	Design routes for different users	Get comfort through the wise use of materials		
	Increase of awareness and sense of belonging to a place	Disseminate initiatives through the mass media	Activate coordination tables between stakeholder and citizens		
Environmental Protection	Improve the urban context resilience	Implement projects related to the urban context	Connect services hubs		
	Protect biodiversity and environmental values	Enhance ecological and landscape resources	Enhance the characteristic vegetation	Create protection limits for particularly sensitive areas	Create equipped areas
	Enhance the historical heritage	Recover the historical paths	Enhance historical resources	Create new routes to support the use of the historical heritage	Recover existing architectures
Economic Development	Increase local economy	Create refreshment points and services to support economy	Promote coordination tables to support economy	Activate dissemination campaigns on the activities	
	Increase cultural, recreational and economic attractiveness	Create new thematic routes			

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