



Toce Cycleway Cycling among villages

○ TC (VERY EASY)

The route starts from **Domodossola**, the ancient capital of the Upper Ossola, the fulcrum of a borderland, a crossroads of cultures and trade. The historic core of Domodossola, a cultural jewel of absolute prominence nationally and beyond, has undergone a major architectural redevelopment in recent years. The "**Borgo della Cultura**" project aimed to draw a new image of the entire old town by redeveloping its most important buildings and evaluating the medieval wall system that protected and jealously guarded it over the centuries.

The endpoint of this thematic itinerary is the village of **Vogogna**, capital of the Lower Ossola, included in the list of 217 "Most Beautiful Villages in Italy" (www.borghitalia.it), with an architectural layout of the medieval village dating back to the 14th century. Vogogna has also been awarded the Orange Flag by the Italian Touring Club (www.bandierearancioni.it).

The route starts from **Domodossola station**. In the first kilometer, following the ordinary road system is necessary. From Station Square, we take a left onto Via Bonomelli, and at the end, turn left onto Via Mizzoccola. We pass a first railway underpass, then a second one, and at the roundabout, we follow the signs for the Bicycle Path until we reach the **Mizzoccola Bridge** over the River Toce. Immediately before the bridge, on the right, the bike path begins, which runs along the right bank of the Toce River. After a couple of kilometers, the bike path leaves the river bank. It crosses groves and beautiful clearings in the **Boschetto region**, then near the memorial stone that recounts the heroic deeds of Geo Chavez, the first trans flier of the Alps who crashed with his aircraft into the Domodossola plain, we return to skirt the Toce embankment. We pass the **Villadossola sports field** and continue along a small mixed-use road that skirts a series of vegetable gardens to a small bridge over the canal. After the bridge, the bike path resumes and runs entirely along the **Collina dello Sport** (Sports Hill). This artificial mound originated from a disused industrial site's now completely reclaimed dump. The reclamation work through waterproofing, filling in a layer of soil, and planting has made it possible to reclaim an area that covers nearly 150,000 square meters, returning to the community an ideal site for leisure time, amateur sports, and competitive training in jogging, cross-country running, Nordic walking and mountain biking. The area, equipped with parking and restrooms, is fully fenced and allows safe sports practice without the dangers of passing motorized vehicles.

The bike path goes around the hill, crosses the freeway interchange road, and climbs onto the bridge crossing the **Ovesca Stream**. From the bridge, a bike lane descends to a roundabout; we continue straight along Via Gisella Floreanini to the intersection with Via Cardezza; we turn left to cross a canal and, paying attention to possible cars, continue along a narrow road that leads to a first freeway underpass. Being very careful (the road curves, and it isn't easy to see any cars coming over), we can take the underpass that leads back to the bike path. We recommend not taking this first underpass but continuing to the right for another 700 m along Via Gorva, which is very lightly trafficked, to the second underpass, whose entrance offers better safety conditions. After the underpass, you cross the bike path, turn right, and continue to the **Pallanzeno sports field**. From here, we ride along the bike path along the left bank of the canal until we come to a small bridge. The bike path ends after a few dozen meters, and we return to the ordinary road. We turn left along Via Lisca, cross some tracks, and immediately cross the provincial road. We cross over, paying close attention to cars, and return to the bike path that runs alongside the railroad embankment, past the sports field, and at the **Piedimulera** cemetery, we turn right onto Via Ferrari. At the roundabout, we take a left onto Via Aldo Moro, crossing the entire old town of Piedimulera topped by a beautiful tower, the Ferrerio Tower, which stands tall and majestic. An inscription on the top floor indicates that construction began on April 10, 1594, and ended on November 19, 1597. Built together with the adjacent palace, which constituted the actual residence of the Ferreri family, the tower maintained its function of guarding the valley until the middle of the 18th century when, with the advent of the Savoy government in 1768 that took over from the Milanese government in 1733, it was used for other purposes to serve the people of the Anzasca Valley, including providing a prestigious stay given the elegance of its Renaissance forms.

We continue from the old town until we cross the state road to Macugnaga. Following it for a dozen meters along the state road, we immediately turn left to cross the bridge over the Anza, entering the territory of **Pieve Vergonte**. After the bridge, we take another left along the stream, bypassing an industrial area until you reach a railway underpass where a dirt track (with a relatively coarse bottom) begins, skirting the right bank of the Anza stream and crossing dry meadows. The track continues passing under the freeway, where the road surface, though rough, improves until we cross a track on the right bank of the Toce. Just before, on the left, the remains of the ancient **masonry of Borgaccio**, hamlet of Pieve Vergonte. Skirting the track along Toce quickly, we reach the **footbridge** that crosses the Toce River. At the end of the descent after the footbridge, we continue along Via Passerella. At the second railway underpass, we turn left, reaching the area of the Vogogna Sports Field. From here, we go through another underpass

along Via Passerella until crossing Via Nazionale, which we travel and continue on Via San Carlo and Via De Regibus to cross part of Vogogna's old town to the small church square. Past the stream, we continue along the beautiful Via Roma until reaching Palazzo Pretorio, the center of the medieval village of **Vogogna**.

TECHNICAL ASPECTS

The route is overall easy and almost flat. It can also be tackled with trekking bicycles.

For families with young children, we point out the Domodossola- Collina dello Sport section as particularly suitable.

POINTS OF ATTENTION

1. Section on ordinary roads from Domodossola Railway Station to Mizzoccola Bridge.
2. Pallanzeno provincial road crossing.
3. Piedimulera is a short stretch of highway.

TECHNICAL DATA.

Relevant geographical area:	Verbano Cusio Ossola / Ossola Valley
Place of departure:	Domodossola Station
Place of arrival:	Vogogna
Number of legs:	1
Length:	19.0 km
Height difference	52 m
Total ascent:	45 m indicative
Total descent:	85 m indicative
Difficulty:	TC very easy
Average duration:	2 hours
Minimum altitude:	218 m.a.s.l.
Highest elevation reached:	270 m.a.s.l. (Domodossola station)
Degree of cyclability:	total
Recommended period:	March-October Doable year-round anyway
Presence of dedicated signage:	yes
Target audience:	family/bicycle tourist / cyclo-hiker

REFRESHMENT POINTS

Domodossola, Boschetto, Villadossola, Pallanzeno, Piedimulera, Pieve Vergonte, Vogogna.

TOURIST INFORMATION OFFICES

DOMODOSSOLA - Piazza Matteotti c/o Bus Terminal - 28845 Domodossola (VB), Tel. +39 0324 248265, infopoint@visitossola.it

BIKE SERVICE

BikeMotion, **Sale-Repair shop-Rental**, Corso Colonnello Attilio Moneta, 57 - 28845 DOMODOSSOLA (VB) Tel. +39 349 2562899 info@bikemotionshop.com, www.bikemotionshop.com

Ciclomania Barale, **Sale-Repair shop-Rental**, Via Papa Giovanni XXIII, 64 - 28845 DOMODOSSOLA (VB), Tel. +39 0324 241203, Info@ciclomania.com, www.ciclomania.com

Il Ciclista di Calvetti Fabio & Brusco Stefano, **Sale-Repair shop-Rental**, Corso, Via Ferdinando Dissegna, 10 - 28845 DOMODOSSOLA (VB), Tel. +39 0324 227400, ilciclista.snc@tiscali.it, <http://www.ilciclista.com>

Il Ciclope SAS di De Pani Cesare e C., **Sale-Repair shop-Rental**, Via Sempione, 41 - 28844 VILLADOSSOLA (VB), Tel. +39 0324 53845, info@ciclopecicli.it, www.facebook.com/ciclopeciclivilladossola

PLACES OF INTEREST

Along the route

DOMODOSSOLA

Old town center with the beautiful Market Square, Civic Museum of Natural Sciences "G.G. Galletti," Mattarella Hill Archaeological Museum, "Mellerio Rosmini" Museum of Natural Sciences, Civic Museum of Palazzo San Francesco, Civic Simplon Museum, Civic Museum Palazzo Silva, Sacro Monte Calvario Special Reserve, the Medieval Turret, the Collegiate Church of SS. Gervasio and Protasio.

VILLADOSSOLA

Historical Hall of Resistance, Museum of Peasant Civilization locality Sogno, Romanesque church of San Bartolomeo 10th cent. (The bell tower is considered the most beautiful in the Ossola valley and among the most significant in northern Italy; it is a square tower with a base side of m. 4.82, tapering

appreciably in height with its seven floors, slender and with a refined and articulated interplay of solids and voids), Gaggiolo hydroelectric power plant of 1889 on the Ovesca Stream, Boschetto hydroelectric power plant of 1922, Villa-Ovesca hydroelectric power plant of the early 20th century with nature trail, Torchio d'Armenosc 18th century at Noga, Church of Santa Maria Assunta 9th century locality Piaggio, Oratory of San Maurizio 11th century locality Piaggio, Parish Church Beata Vergine del Rosario 16th century locality Noga.

PIEDIMULERA

Ferrerio Tower, Parish Church of Saints Giorgio and Antonio (17th cent.), and numerous buildings dating from the six-eighteenth century testify to the importance of this place over the centuries as a center of trade between the people of Ossola and those of the Anzasca Valley. Palazzo Testoni with its characteristic frescoes on the exterior facade and interior walls and ceilings, ancient bread ovens of Pairazzo and Meggiana, Morlongo press, Museum of Mineralogy and Mining History, 16th-century Old Church, Lithoteca "Giorgio Spezia."

VOGOGNA

Historical center with numerous seventeenth-eighteenth-century buildings, Visconti Castle (mid-14th century), Palazzo Pretorio, Villa Biraghi Lossetti, built in 1650, now houses the Val Grande National Park headquarters.

Standards of behavior

1. Stay on the trails

Respect the trail and any prohibitions on access. Respect private property.

2. Leave no trace

Respect the land. Wet and muddy trails are more vulnerable than dry trails. Stay on existing trails, and do not create new ones. Don't take shortcuts by cutting corners. Take any litter with you.

3. Drive carefully

A moment's distraction can endanger both yourself and others. Abide by speed limits and ride so that you can always control your bicycle. Always wear a helmet.

4. Don't scare the animals

Animals are easily startled by an abrupt approach, a sudden movement, or a loud noise. Allow them enough space and time to adjust to your presence.

5. Give right of way

These trails are not only for bicycle use but also shared by hikers on foot. So, especially downhill, speed should be moderated: around a bend, someone may be coming up. Let other trail users know you will overtake them through a friendly greeting or a bell. Bikers must give way to all non-motorized trail users. Bicyclists proceeding downhill should give the right of way to those going uphill. Make any overtaking as safe and polite as possible.



REMINDER:

CYCLISTS MUST ALWAYS GIVE WAY TO OTHER USERS

RULES OF CONDUCT FOR BIKERS

Since the first mountain bikes appeared, the N.O.R.B.A. (National Off-Road Bicycle Association) drew up a code of conduct intended to regulate off-road activity with full respect for nature and other frequenters of the mountains and trails.

Many clubs, organizations, associations, and schools throughout Italy have adopted the N.O.R.B.A. Code. It consists of a series of general tips that, if followed carefully, can help make this sporting and hiking practice so much in vogue today more enjoyable for everyone.

N.O.R.B.A. Code

1. Always give priority to hikers on foot.
2. Slow down and use caution when approaching and overtaking hikers on foot or other cycle walkers, always making sure to signal your arrival well in advance; avoid cackling or shouting, apologize, and greet politely.
3. Always keep the speed of the mountain bike under control and approach turns with extreme caution, anticipating sudden obstacles. The pace should be commensurate with the type of terrain, the type of trail, and each person's experience.
4. Always stay within the marked path, thus minimizing environmental impact (permanent damage to surrounding vegetation and subsequent soil erosion).
5. Do not disturb or frighten domestic or wild animals; give them time to move away and off the path.
6. Do not, for any reason, leave garbage as a result of your passage; you should pick up your own and, when possible, also those abandoned by other "distracted" hikers.
7. Always respect private and public property, leaving gates, mobile barriers, or bars as they are found. In any case, go directly to the landowners to ask for permission to pass. "No trespassing" often means "Please ask permission if you want to pass."
8. During cycle hiking, it is always advisable to be self-sufficient. The destination to be reached and the speed at which one moves should be proportionate to the psychophysical fitness and skill of the driver, the equipment, the environment, the terrain, and, above all, the weather conditions.



9. Never undertake a cycle tour alone, except in cases of force majeure. Stay away from isolated areas distant from major roads, and always leave clear directions regarding the route to be taken and the estimated return time.

10. Minimizing the impact with nature: stealing only images and memories and leaving, at most, the barely perceptible imprint of the wheels of one's vehicle.