



## *How to commute between Besançon and Saône by bicycle and/or by train*

### **Cycling from Saône down to Besançon**

1. <http://www.openrunner.com/index.php?id=3850941>

This is the most direct way about 10km long. You climb to the village of Montfaucon, find the right road winding down to "la Malatte". The descent is **very** steep, you should have good brakes. **Don't** take this road with a velomobile. Arriving at the boat-tunnel, you can reach street level through a short and easy ramp. Biking down-town is quite OK. If you ride through the boat tunnel, you should climb a bit more to reach street level (turn left as soon as you can upon exiting the tunnel) and then you can easily access "place Granvelle", where you will safely lock your bikes.

2. <http://www.openrunner.com/index.php?id=3851145>

Semi-direct course, 25 km. You can take a short-cut between Fontain and Arguel, very obvious on the Google Map. Caution at a right hairpin-bend in the descent.

3. <http://www.openrunner.com/index.php?id=3851060>

This is much longer, around 45km, rather safe: not so steep descent, most of the route is either on bike roads or local roads. Winding downhill to Laissey will give you some nice views on limestone rocks. Better to put you lights on to get through the two road tunnels. The first one, longer, is well lit, the second one is short but in a bend and there is gravel on your path. Use your horn if you have one.

4. <http://www.openrunner.com/index.php?id=3851184>

Although there can be a significant traffic on the D104 road, this route is all right. If you ride with a velomobile, you can take either this 32km route or the number 3 (the latter with really more care due to speed, bends, loose gravel). Also, be cautious in bends between the roundabout of Larnod and the village of Busy, especially on trikes and velomobiles. Excessive speed in this bends can make your vehicle roll if your rear wheel slips on the mediocre pavement. On two-wheelers bikes, it's all right.

## Cycling from Besançon up to Saône.

- Using the course #1 in the opposite way is very demanding: it's a really steep climb. You can test here you alpine potential.
- Using the course #2 in the opposite way is all right if you are used to climb with a few percent slopes. Be cautious in a right bend against the cliff. Soon after, you can turn left at the small bridge to go through Fontain's short-cut. It's steeper but still not unpleasant, and with less traffic.
- Using the course #3 in the opposite way is altogether pleasant and safe. Simply, the climb from Laissey to Champlive is real. A teenager kid can do the climb if he or she really likes biking. This course is feasible with a velomobile, maybe without much pleasure.
- Using the course #4 in the opposite way is clearly the best option if you ride a velomobile. Conversely, it is not so fantastic with two-wheels recumbent bikes, that might prefer number 3.

## Roads to avoid absolutely

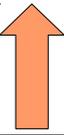
The D145 between Besançon Morre and the plateau of Saône. Very unsafe for bicycles.

The N57/E23 "voie des Mercureaux". Forbidden to bicycles.

The N83 between Larnod and Beure. Very unsafe for bicycles.

## Commuting between Saône and Besançon by train (below 3€)

This is a 16min ride by train between the station Besançon-Viotte and Saône. Besançon-la-Mouillère is a small station on the right bank of the Doubs river.

Viotte	7:00	8:58	12:24	13:00	14:00	16:21	17:21	18:20	19:33	
La mouillère	7:06	9:04	12:30	13:06	14:06	16:27	17:27	18:27	19:39	
Saône	7:17	9:15	12:42	13:17	14:17	16:38	17:43	18:45	19:50	
Saône	7:19	7:44	8:17	9:43	12:09	13:44	17:42	18:45	20:48	
La Mouillère	7:30	7:54	8:29	9:54	12:19	13:54	17:53	18:55	20:58	
Viotte	7:35	7:59	8:33	10:07	12:23	13:59	17:59	19:00	21:03	

Green: runs everyday, Pink: not on Sundays and 15<sup>th</sup> August (runs Saturdays), Black: other days.

In case of doubts, check schedule and fees at <http://www.sbb.ch/>

Saône is on a single train line, between Besançon and La-Chaux-de-Fonds (Switzerland). The trains are of the TER type (train express regional). They accommodate bicycles, but of course probably not 40 bicycles at a time. Larger recumbents and velomobiles will probably not be allowed. Better ask an employee before to enter the train in that case.