

Wojciech Goj



SPIN AROUND THE TATRAS!

CYCLING GUIDEBOOK



ROUTE AROUND THE TATRAS

AND OTHER TRAILS IN THE TATRA FOOTHILL AREA

Nowy Targ 2019



elo
Dunajec



Rowerem
wokół
Jeziora

LIST OF TRAILS IN THE GUIDEBOOK

No.	ROUTE NAME:	BICYCLE TYPE:	Km:	UPHILL STRETCH:	START:
1	The Rail Trail to the Border	TRK	27	190	Chochołów
2	Around Lake Czorsztyń	SPD	28	250	Niedzica-Zamek
3	Niedzica – Červený kláštor	SPD	27	170	Niedzica
4	Down and over the Dunajec River Gorge	TRK	27	420	Sromowce Niżne
5	The Best of the Nowy Targ Area	TRK	25	140	Nowy Targ
6	Up through the Hills of Orava	TRK	28	330	Jabłonka
7	From the Białka River up to the Tatra Views	SPD	25	340	Nowa Biała
8	Following the Slovak Rail Trail to Trstená	SPD	37	300	Chochołów
9	Nowy Targ – Lake Czorsztyń	TRK	39	190	Łopuszna
10	Zakopane – Nowy Targ	TRK	33	80	Zakopane
11	The Lake from the North and Pieniny Spiskie Mountains	TRK	40	350	Czorsztyń
12	Spisz Views	SPD	31	500	Łapsze Niżne
13	Around the Orava Podhale Peatlands	TRK	42	290	Czarny Dunajec
14	Remembering the Old Choo Choo	SPD	51	450	Czarny Dunajec
15	By the River and by the Lake	SPD	49	390	Łopuszna
16	The Pieniny Spiskie Mountains and the Lake from the South	SPD	39	590	Niedzica-Zamek
17	Seeking the Pearls of Spisz	SPD	29	610	Jurgów
18	Aiming High	SPD	43	650	Rogoźnik
19	Rediscovering Podhale	SPD	46	620	Pyzówka PKP
20	What Pleasant Solitude	TRK	45	650	Jabłonka
21	Scale It and See It	SPD	33	780	Biały Dunajec
22	These Views are Worth a Climb	SPD	38	760	Trybsz
23	Lost in Time, Lost in the Woods	SPD	47	710	Niedzica
24	The Steeper the Better	SPD	46	810	Rogoźnik
25	Because Climbing is Best	SPD	55	1180	Szaflary
SK.01	The Towns and Views of the Slovak Spiš	SPD	33	360	Spišská Belá
SK.02	From the Tatras down the Poprad River	SPD	38	120	Štrbské pleso
SK.03	Above Spišská Belá and Kežmarok	SPD	37	360	Spišská Belá
SK.04	Where Mountains Meet the Horizon	SPD	45	510	Poprad
SK.05	Through Fields and Forests	SPD	43	320	Štrbské pleso
> Advanced routes			>50 >500	page 99	

**SPIN AROUND
THE TATRAS!**



SPD
RACING BIKE, TREK, MTB



TRK
TREK, MTB

Wojciech Goj



SPIN AROUND THE TATRAS



ROUTE AROUND THE TATRAS
AND OTHER TRAILS IN THE TATRA FOOTHILL AREA

CYCLING GUIDEBOOK



NOWY TARG 2019



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SPIN AROUND THE TATRAS

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Collective maps of the routes

PL – SK



Trails from **the west**



Trails from **the east**



Trails in **Slovakia**

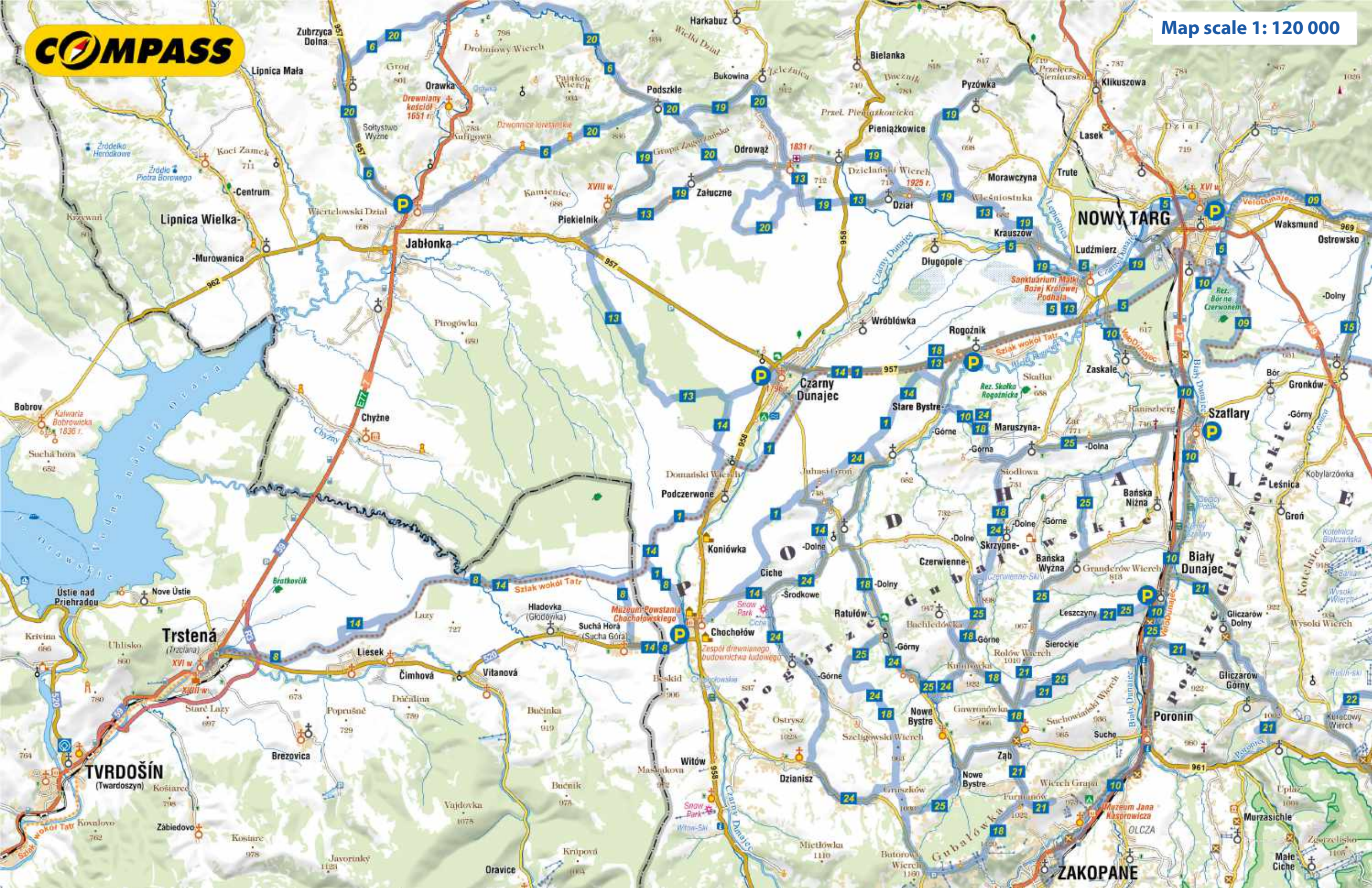


CYCLING ROUTE AROUND THE TATRAS

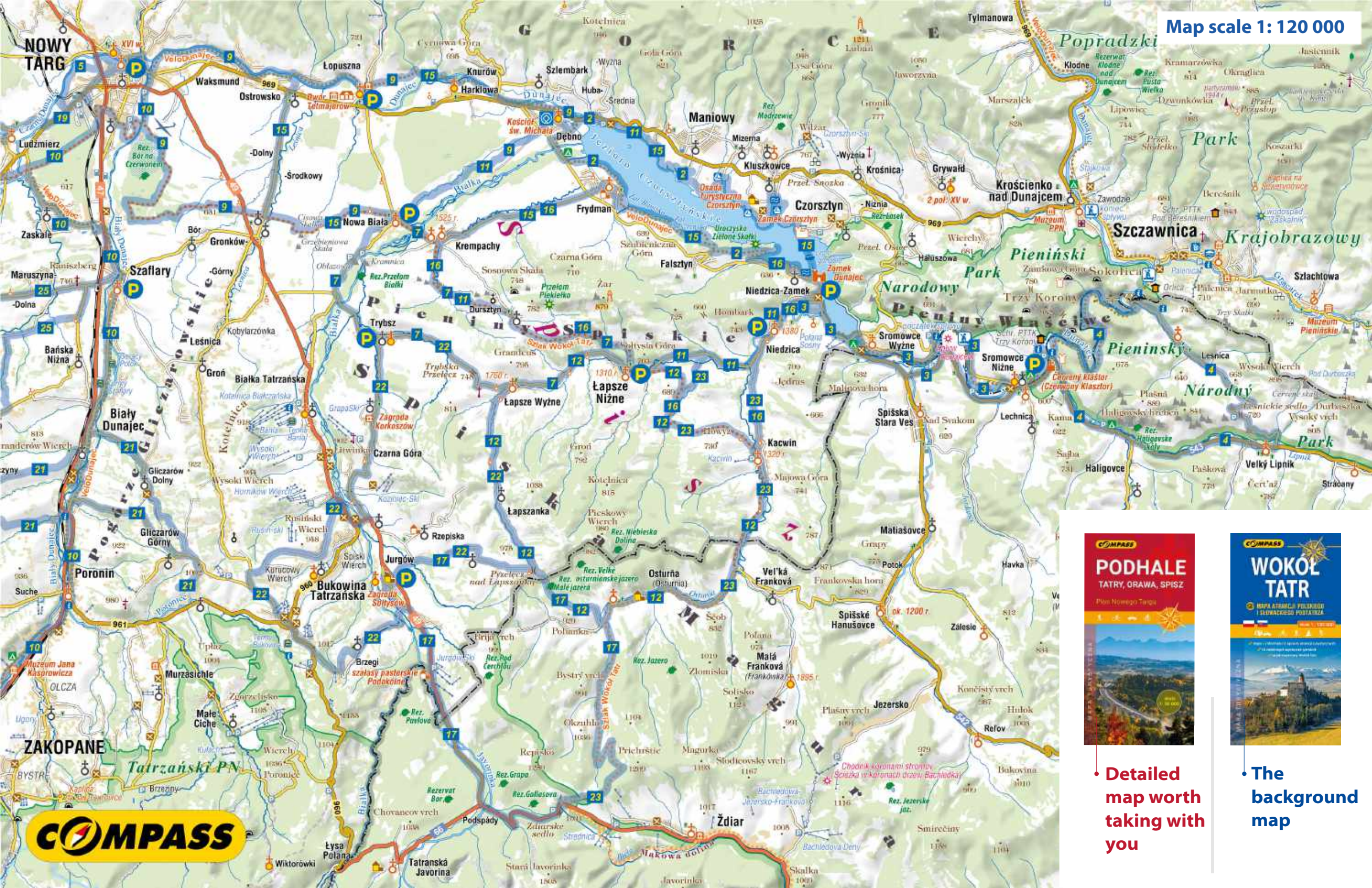


Spin around the Tatras!





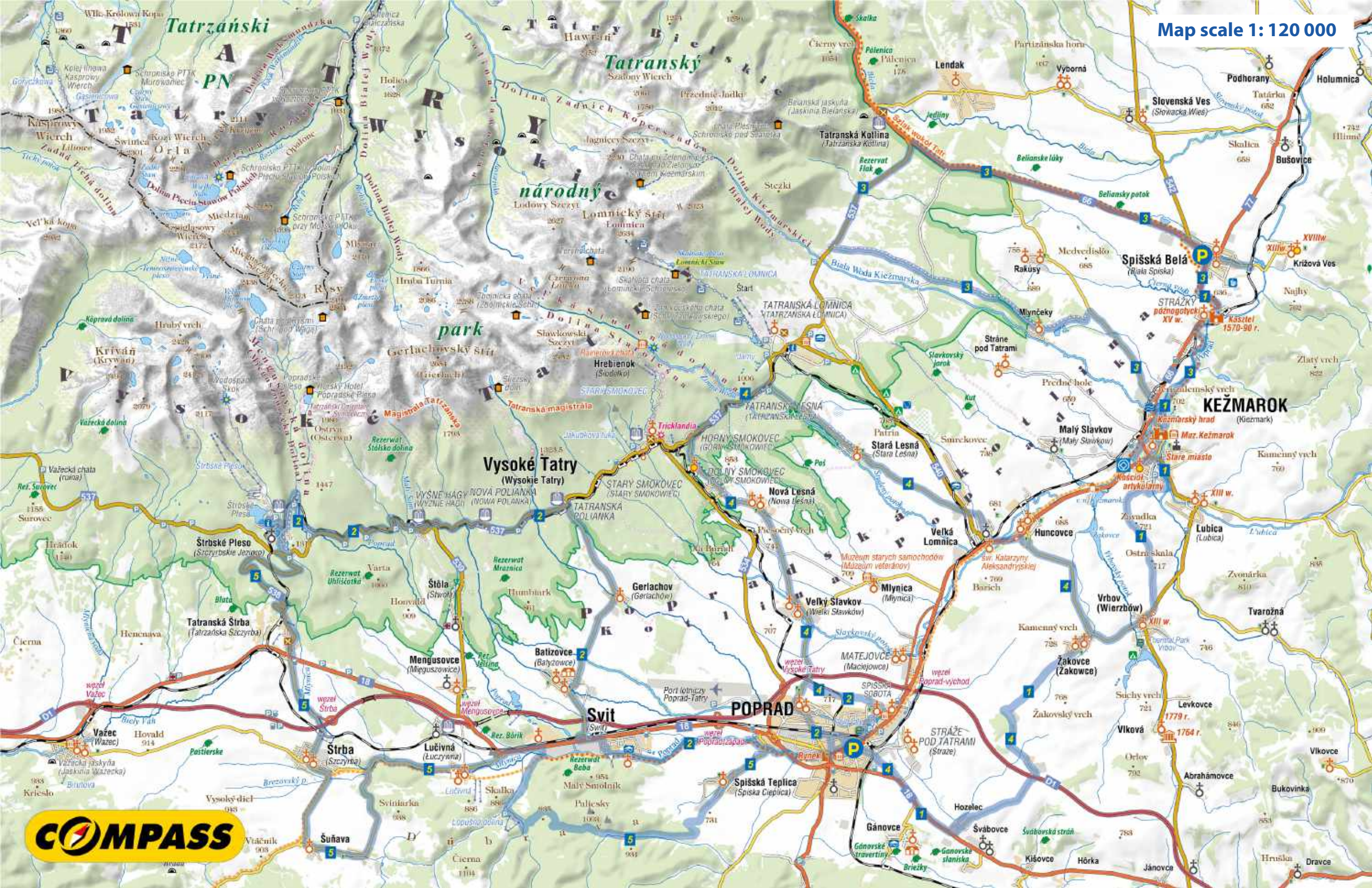
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Detailed map worth taking with you



The background map



INTRODUCTION

There's never been such a bicycle guidebook on the Route Around the Tatras! It was created from a combination of passion for travelling by bike, knowledge of places worth visiting in the Tatra Foothills and skills of engaging storytelling. The task of writing the guidebook was undertaken by Wojciech Goj who, in cooperation with the European Grouping of Territorial Cooperation TATRY, has already prepared a blog about bicycle trips available on the website www.szlakwokoltatr.eu. From this time, he has also taken up the role of the so-called 'cycling officer' on the Route Around the Tatras. Thanks to this, all those who follow the profile of the Route Around the Tatras on social media, receive monthly suggestions of new bicycle tours, live reports, photos and practical information and stories about places visited on the Polish and Slovak sides of the Tatra Mountains.

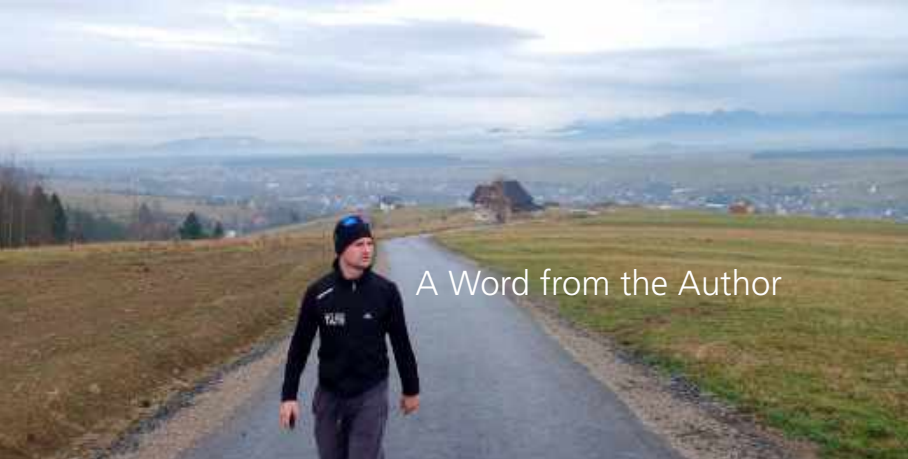
In 2019, there were things to report and there were places to ride a bike! The year was very intensive in terms of the development of the cycling infrastructure in Małopolska, especially in its southern part in Podhale, Orava and Spiš. The construction of the whole Polish section of the main trail of the Route Around Tatras was completed and can now be crossed along bicycle paths from the border with Slovakia in Chochołów- Suchá Hora to the border in Kacwin-Wielka Frankowa. Also in Slovakia, additional kilometres of cycling paths of the Route Around Tatras were added, so there are now over 150 km of them on both sides of the Tatra Mountains. Polish and Slovak local governments also started the implementation of the next, third stage of construction of the Route Around the Tatras, having obtained funding from the Interreg V-A Poland Slovakia Programme 2014-2020 through a project in which the leading partner is the European Grouping of Territorial Cooperation TATRY.

But this is not the end of cycling projects! The Małopolska Region has continued the construction of the Velo Małopolska network of routes and in the autumn, it completed the Podhale and Spiš region section of Velo Dunajec from Nowy Targ to Lake Czorsztyn. And around Lake Czorsztyn, an exceptionally scenic bicycle path was built by local governments. These three routes connect with each other and offer fantastic opportunities to travel by bike (and on roller skates too), discover new places and spend quality time actively as whole families.

Bicycle enthusiasts using the Route Around the Tatras have been waiting for a guidebook which will be practical and comprehensive, with hints on where to go on a bike and what to see. The person who has created this guidebook to meet these expectations is Wojciech Goj who, himself a lover of bicycle tourism, a mountain guide for whom for several years the regions around the Tatra Mountains have become an inspiration to discover unknown places and show them to others, has tried to make this guidebook equal to the task. Now he shares his knowledge and passion with his readers and cyclists for whom he has prepared thirty tours. Each of them is described according to a fixed scheme, which we introduce in the section "How to read a tour description". Each has a short summary of the route, followed by a detailed description of its course, information about the length, sum of uphill stretches and descents and type of surface. A special incentive to see interesting places is to highlight them in the text and depict them with beautiful photographs which have also been authored by Wojciech Goj. Each trip is also a map and a profile of the entire route – also the result of his work.

Map data from OpenStreetMap.org is used here. Collective maps located on the fold-out pages will facilitate the choice of the route and its possible connection with others for a longer trip. They are based on standard maps and have been prepared in cooperation with Wydawnictwo Compass publishing house to whom we extend our sincere thanks. Lovers of more advanced cycling trips can also use the list of routes at the end of the guidebook and choose one which is described in detail on the blog concerning the Route Around the Tatras. And before going on each route, it's a good idea to get acquainted with the guidebook – nothing will surprise you then. The guidebook has a convenient form, so you can take it with you. It also has an electronic version, maps available through QR codes and links indicated in the descriptions, so you can use them on mobile devices. It is available on the dedicated website www.cestaokolotatier.eu/GO and has a version in Polish and Slovak. The guidebook would not have been possible if not for the grant that the European Grouping of Territorial Cooperation TATRY received for its preparation and publication as part of a project implemented with financial support from the Małopolska Region in the framework of the "Małopolska Gościinna" (*Hospitable Małopolska*) tourism offer competition.

So much for the introduction, and now let the Author speak. It's time to start using the guidebook – choose your route, prepare your bike and set off for your cycling adventure on the Route Around the Tatras and to the Tatra Foothills! Cycle to and around the Tatras!



A Word from the Author

The Tatra Foothill area is undoubtedly an extraordinary land. Tamed by people, its villages, cities, tourism, their maps, trails, roads and the whirring of engines. Because of or, perhaps, in spite of this, it escapes the geometric and orderly framework of civilisation. It always remains somewhere wild, unbridled, unpredictable, beautiful . . . It is this beauty, this state, captured by the eye, the ear, the soul at a moment of reverie somewhere among the hills, under the toothed Tatra Mountains and the shapely Beskidy Mountains, that seems to be making us come back for more, over and over again.

It's 2010, or maybe 2012. I'm wading barefoot (my shoes have long been soaked), through a wet and sponge-like soft peat forest in the area I call today, a Bermuda triangle: between Chyżne, Głodówka and Podczerwone. It's already three kilometres away and I'm carrying a bike on my shoulder... I've got it! I've found it! An obscure, overgrown embankment. I think this is it – the old railroad route. This is how my discovery of the Route Around the Tatras began.

Today, a dozen or so years and thousands of kilometres later, I still, invariably, find 'IT' here. IT is the unbridled, inconceivable beauty. I've travelled along and across the Tatra Foothills, on foot, by bike and by car, and I'm still discovering new, surprising places.

This guidebook originated from the desire to create a tool for easier learning about the Tatra Foothill region of Poland. It contains ready-made routes, using the increasingly numerous cycling paths of the Route Around the Tatras, Velo Dunajec, Trail Around Lake Czorsztyn ("Velo Czorsztyn"), as well as the network of local roads. The trails run through most of interesting parts of the Polish Tatra Foothills – Orava, Podhale and Spisz and part of the Slovak Spiš region. They allow you to discover both the unique cultural and historical heritage of these lands, as well as the beauty, richness and great diversity of the Tatra Foothills' nature.

Enjoy discovering the Tatra Foothills!

Wojtek Goj



THE BEST OF THE

IOWY TARG – St. Ann's
atras on the Czarny Dunajec
Wierchowa Path – ponds
Log – Kombinacki Forest –
n the Biały Dunajec River

The higher the number, the harder the route

Suggested bicycle type

We don't provide the scale of difficulty

The scale of the profile depends on the length
and the sum of the uphill stretches

Combine routes with one of the nearby routes

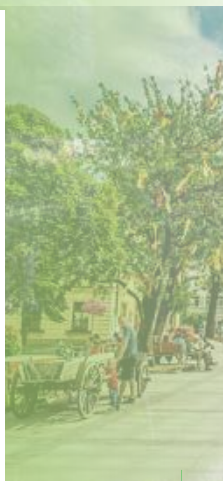
A

B

C

D

E



oute length: **25 km**
hill ride total: **140 m**
wnhill ride total: **140 m**

As
Gr

rough Zakopane is undoubt
qually undeniably the capita
ious facets – its pretty marke
ers close to secluded forests a
ne history by visiting St. Anne
und the former factory (Kom
l from the Wierchowa Path w
city. And since the route is sh

The trail can be co



05

A
The higher the number, the harder the route. This rule does not apply to routes in Slovakia (SK).

TRK
SPD

B
Suggested bicycle type. Remember, **SPD** routes are good for any bike. **TRK** routes are not suitable for racing bikes.



25 km



140 m

ST NOWY TARG AREA

s Church – Route Around the
jec River – Shrine in Ludźmierz –
in Krauszów – **Przymiarki Peat**
– Szaflarska Glade – Velo Dunajec
– **NOWY TARG**



THE BEST OF THE NOWY TARG AREA

How to read the trip descriptions

We don't provide the scale of difficulty but, instead, a table with the most important route data!
If you do not get a good picture of the degree of difficulty first time, look it up again after the trip to get your own scale of reference.

Asphalt: 24 km **Traffic free:** 15 km
Level: 11 km **Side roads:** 10 km
Terrain: 250 m **Main roads:** 0 km



tedly the winter capital of Poland, Nowy Targ
al of the Podhale region. The route reveals its
t square, picturesque location on the Dunajec
and unique peatlands. We will also touch upon
's Church, the Shrine in Ludźmierz and the area
(binat). The panoramas from St. Anne's Church
ill also give us a slightly broader perspective of
ort, we are free to stop somewhere for longer.

mbined with: 09; 10; 13; 14; 15; 18; 19; 24; 25

Remember – the scale of the profile depends on the length and the sum of the uphill stretches! Making a rough comparison of the profiles is not reliable!

If you like longer routes – combine these with one of the nearby routes. You can also look at "Advanced routes" on **page 99** of the guidebook.



**TRK
SPD**

THE RAIL TRAIL TO THE BORDER



CHOCHOŁÓW – wooden buildings – **Domański Wierch Mountain, views** – Sośnina forest – Route around the Tatras – Czarny Dunajec – Podczerwone – **Orava–Nowy Targ Peatlands** – SK/PL state border – **CHOCHOŁÓW**



27 km



190 m



THE RAIL TRAIL TO THE BORDER

Route length:	27 km	Asphalt:	23 km	Traffic free:	25 km
Uphill ride total:	190 m	Gravel:	4 km	Side roads:	2 km
Downhill ride total:	190 m	Terrain:	0 km	Main roads:	0 km



A perfect trip to begin cycling adventures in the Tatra Foothills region, suitable also for families with children – on bicycles and in trailers. Interesting wooden architecture in Chochołów, splendid views of the Tatras and the Babia Góra Mountain from the Domański Wierch Mountain, a pleasant and easy ride along the Route Around the Tatras following the route of the old railroad to Trzciana. Additionally, the Orava–Nowy Targ Peat Bogs with their natural attractions. Nearly the whole route leads away from vehicular traffic, so one can enjoy the ride and the views in peace.

The trail can be combined with: **05; 08; 13; 14; 18; 24**



Detailed map, types of road, surfaces, trails, route in the app:
www.cestaokolotatier.eu/go/01

The route starts in Chocholów, a village known for its **heritage wooden architecture**. One of the houses, at the address Chocholów 24, was made entirely of one fir tree. Fans of history will be keen to pop into the **Museum of the Chocholów Uprising**, and lovers of nature can visit the newly-opened multimedia **Centre for the Promotion and Protection of Peat Bogs**¹.

A side trail of the Route Around the Tatras leads us to the hills to the east of the village (a short steep uphill stretch) from where we will be riding for the next 10 km on the long, lowland ridge of Domański Wierch. After covering the Chocholów – Ciche road, more than 4 km of gravel, sometimes of inferior quality, awaits us². But let's not be down-hearted – it is the only such stretch on the route. We reach the junction with the road Czarny Dunajec – Ciche Dolne.

From now on, the route is asphalted to its end. In front of us is the most magnificent part of Domański Wierch, offering **views** both to the south **towards the Tatras** and to the north towards the Babia Góra Mountain and the flattening of the Orava-Nowy Targ Basin. The route leads along the ridge^{3,5}; the shrines and lonely trees that we pass testify to the fact that it was a long time ago that people wandered between the villages – the shrines also served as landmarks.

We reach the Sośnina Forest⁶ after which we leave by the houses between Rogoźnik and Stare Bystre⁴. We turn left twice and from now on the route leads



along the main path of the Route Around the Tatras, i.e. **the former Nowy Targ – Trstená railway** which, in the past, during the times of the Austro-Hungarian Empire, formed the shortest connection between Kraków and Vienna. It came back to life with the creation of a bicycle path. We follow the Route to Czarny Dunajec and Podczerwone, passing remnants of the former railway infrastructure, such as a bridge or stations. Numerous canopied shelters offer the possibility of rest.

Not far after the former station in Podczerwone, the Route takes us to a Natura 2000 area: the **Orava-Nowy Targ Peat Bogs**. We can learn more about these unique ecosystems on a European scale in the multimedia Centre for the Promotion and Protection of Peat Bogs in Chochołów. Gently riding upwards, we reach the Polish-Slovak border, where our route turns back and after 600 m, next to an original shrine, turns right sharply. Among meadows and pastures we go down to the village where, after a bridge over the Czarny Dunajec River (there is a nice place to rest by the river) our trip ends.



3



4



5



6




SPD
TRK

28 km

250 m

AROUND LAKE CZORSZTYN


NIEDZICA-ZAMEK  – southern shore of Lake Czorsztyn: Falsztyn – Frydman – Dębno (**UNESCO church**) – northern shore of the Lake: Hubka Street – Maniowy – Stylchyn Peninsula – **CZORSZTYN** 

AROUND LAKE CZORSZTYN


Route length:	28 km	Asphalt:	28 km	Traffic free:	23 km
Uphill ride total:	250 m	Gravel:	0 km	Side roads:	4 km
Downhill ride total:	250 m	Terrain:	0 km	Main roads:	1 km

A tour which is a must. Lake Czorsztyn, although not so large in size, is a unique place thanks to its exceptional location at the meeting point of historical and geographical lands. 27 km along the surface of the Lake, with constantly changing views of the Pieniny, Tatra, Gorce Mountains, the Babia Góra Peak, on dedicated bicycle paths. Two interesting castles – a Polish and a Hungarian one and an unusual wooden church near the route. Along the whole route we will encounter only one steeper uphill stretch. The route is suitable for families with children.

The trail can be combined with: **03; 09; 11; 15; 16; 23**



Detailed map, types of road, surfaces, trails, route in the app: www.cestaokolotatier.eu/go/02

We start the route at the **Castle in Niedzica²** which, until 1918, was within the territory of Hungary. History lovers will surely be interested in the legend of Incan gold which may still be waiting for its discoverer somewhere in the Castle to this day.

From near the Castle we move west, following the signs of the Path Around the Lake. The part leading along its southern shore is a bit more difficult than the one on the northern side, with quite a lot of short but easy uphill rides here. We reach the very surface of the Lake near the Kosarzyska Bay by forest bends. The route turns sharply to the left, with red asphalt, but it is worth riding up to the end of the route at the Lake – the place offers amazing views.

The uphill stretch from the Kosarzyska Bay – 100 m of an elevation in less than 2 km is difficult, some will have to walk with their bikes. This is the only major uphill stretch on the route; such a course bypasses the Zielone Skalki Reserve, protecting

a range of limestone rocks just above the water surface. However, the hardships of the uphill ride are rewarded by the **extraordinary views** – of the Bay, the Niedzica Castle and the Pieniny Mountains in the background³. We come to Falsztyn, the path turns to the right and we quickly ride downhill to the forest over the Lake. Several beautifully situated resting points offer wonderful views of the Gorce Mountains⁴. We reach Frydman which has preserved the urban layout typical of the region of Spisz.



2



3



We ride around Frydman along the high and scenic embankment of the side dam – its creation saved the village from the fate of the village of Maniowy on the other side, which had to be moved in its entirety above the rising level of the Lake.

After Frydman, we cross the Białka River, proceeding to Podhale from Spisz. We pass Dębno on the embankment (in the centre of the village there is a valuable wooden church – UNESCO site). We cross (caution! a narrow stretch and heavy traffic!) over a bridge over the Dunajec River. 500 m further on we go right to return to the Lake, now to its northern shore.

4



Passing along the northern shore of the Lake is sheer pleasure. The route runs almost right on the lakeside⁵, **with magnificent views** of the water, in the background the Pieniny Spiskie range and the Tatra Mountains towering up behind. While riding, remember to stay on the alert – sudden and sharp turns pose a risk of collision with other cyclists!

5



Steadily but not monotonously, we ride along the Lake, crossing successive bridges over streams and detours for small and bigger bays¹ – Sygulina and Pusta, behind the Stylchyn Peninsula. The stretch after the latter gives us two riding options – on the hill or along the water's edge. If feel up to it, it is worth riding up the hill to admire a wider panorama.

We reach the **ruins of the Castle in Czorsztyń**⁶ from where we go back to Niedzica by ferry or gondola.

6





NIEDZICA – ČERVENÝ KLÁŠTOR

NIEDZICA – Lake Sromowieckie – Velo Dunajec to Sromowce Niżne – Sromowce Niżne PL/SK footbridge – **Červený kláštor and a view of the Pieniny Mountains** – Lysá nad Dunajcom – **NIEDZICA**

SPD
TRK



27 km



170 m



NIEDZICA – ČERVENÝ KLÁŠTOR

Route length:	27 km	Asphalt:	25 km	Traffic free:	8 km
Uphill ride total:	170 m	Gravel:	2 km	Side roads:	9 km
Downhill ride total:	170 m	Terrain:	0 km	Main roads:	10 km

An easy route leading, through the Dunajec Valley, between two great attractions – Lake Czorsztyn and the Dunajec Gorge. The first part of the trip leads along the northern - Polish side of the river, along the Velo Dunajec route from Niedzica to the foot of the Trzy Korony (Three Crowns) Peak. The second part is a ride on the Slovak side, starting from an important monument – the Červený kláštor monastery and back to Niedzica. On the way there are beautiful views of the Pieniny Spiskie and Pieniny Właściwe ranges and the Spiš Magura range, small villages located along the Dunajec River and rafts floating slowly amidst the sound of flowing of water.



Detailed map, types of road, surfaces, trails, route in the app: www.cestaokolotatier.eu/go/03

We start by the Baroque church of St. Bartholomew in Niedzica and follow the signs for Velo Dunajec which will accompany us for another dozen or so kilometres. We reach **Lake Sromowieckie**, which is in fact an artificial lake created in 1994. Lovers of heritage sites can ride up to the **Castle in Niedzica**, visible from here. From the Lake there is an interesting view of the wall of Trzy Korony and the “pyramid” of the Macelowa Góra Mountain¹.



1

We go around Lake Sromowieckie from the south, ride over the dam and immediately after it turn right into a small street. The route leads almost along the river, through Sromowce Wyżne. We leave the village and reach Kąty where rafts are waiting for tourists wishing to see the Dunajec Gorge.



2

We go further, now on the main road, to escape again in Sromowce Średnie, between old houses and copses. The Velo brings us again to the main road³ along which we soon reach Sromowce Niżne, one of tourist centres in Pieniny.

After reaching the village, the tour route turns left, leading to Kościelna Street near the sixteenth-century, **wooden St. Catherine’s Church**², further on Pod Brzegami Street which continues along the edge of the village, slightly above it to the Pavilion of the Pieniny National Park. Here we turn right or ride 300 meters straight up to the Trzy Korony mountain hut, from where there is a spectacular view of the beginning of the Dunajec Gorge.



Along Trzy Korony Street we come to a roundabout where we turn left, and by the footbridge we ride to the Slovak side, admiring the river and the rocks of the Trzy Korony Peak towering over it⁵. We turn left to reach the walls of the centuries-old **Červený kláštor**⁴ after 700 meters, once an important centre of worship, but also of culture and science; it was here that the first translation of the Bible into Slovak was made, as well as the magnificent herbarium of Tatra plants of the “flying” brother Cyprian.

After the monastery, the Dunajec Gorge begins but the route turns west. If we are tempted – the nearest scenic section of the Gorge is about 2 km (along a gravel road) from the monastery.

The trip leads along the southern bank of the Dunajec River, passing the junction with the road to Lechnica (the monastery’s name originally referred to the name of Lechnica),

and after the meadows we reach the hamlet of Majere; we are constantly accompanied by views of the Pieniny Mountains towering up north of the Dunajec River.

After Majere and another green stretch, we come to the junction with the road to **Spišská Stará Ves**. If we have enough strength in our legs, it is worthwhile to ride the 1.5 km to the centre of the town, rather quiet and so different from the others on the route.

We cross Lysá nad Dunajcom (old historic Polish name Golembark) and return to Poland. After Polana Sosny (**on the left there is a shepherd’s hut, with traditional mountain cheeses called *oscypek***) we are again greeted by the landscapes surrounding Lake Sromowieckie. We return to Niedzica where the trip ends.



3



4



5




**TRK
SPD**

27 km

420 m


DOWN AND OVER THE DUNAJEC RIVER GORGE

SROMOWCE NIŽNE – Červený kláštor – Dunajec Gorge – Lesnica – Lesnické Pass panorama – Veľký Lipník – Haligovce rock walls – SROMOWCE NIŽNE


DOWN AND OVER THE DUNAJEC RIVER GORGE

Route length:	27 km	Asphalt:	19 km	Traffic free:	9 km
Uphill ride total:	420 m	Gravel:	7 km	Side roads:	9 km
Downhill ride total:	420 m	Terrain:	1 km	Main roads:	9 km



The natural beauty of the Dunajec Gorge is not everything to see. The trip leads through this magnificent rocky gorge, but further on we also discover the peaceful village of Lesnica, and after it... a sea of greenery and a difficult climb to the Lesnické sedlo pass, for delicious views of the Pieniny and Tatra Mountains. The long descent through Haligovce is an impressive lesson in the geology of the Pieniny Mountains. The trip is moderately difficult, with one difficult uphill stretch, but not requiring much experience, allowing you to get to know the gentler, Slovak side of the Pieniny Mountains.



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/04



The trip starts in Sromowce Niżne. Over the foot and bike bridge over the Dunajec River, which was built in 2006, we go to the Slovak side and turn left. We come to the historical **Červený kláštor**. For centuries it was the religious centre, but also the scientific and cultural centre of the area. It was from here, according to legends, that brother Cyprian set off on his bold voyages to Lake Morskie Oko (Eye of the Sea). Below the monastery, by the water, hides a wonderful view of the **Trzy Korony Peak**¹.

We go along the Pieniny Road through the Dunajec Gorge² – riding along it for the next 7 km. Several hundred metres long rock walls between which the waters of the Dunajec Gorge have carved this magnificent gorge, show the power of nature³. Many of the local plants can also be found in the Tatra Mountains – their seeds have travelled here with the river.

After reaching the asphalt road, we turn right, up *Lesnický potok* closed between high rock walls. We reach the village of Lesnica, hidden among the Pieniny walls. This village, founded in the 13th century was, until the 19th century, only connected to the world by narrow footpaths, which allowed its customs, the style of construction⁴ and folklore to survive.

From Lesnica, we constantly ascend the road that connected it with the rest of Slovakia in 1967. Again and again, catching our breath, we look down the valley



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at the rocky mountains piling up by the Dunajec River. The last part of the uphill stretch may force some people to walk with their bikes, but what awaits us is fully worth the effort.

The magnificent panorama from Lesnické sedlo pass will certainly enthrall us for a long time. At our feet the deep valley of the Lipník Stream, behind it the hills of Spišská Magura and in the background the Tatra Mountains are piling up. Before going down, it is worth checking the brakes and putting on glasses. The downhill stretch to **Veľký Lipník⁵**, among terraced fields, a mixture of meadows, rocks and fields is one of the most wonderful slopes in the Pieniny Mountains, and it somewhat resembles the downhill ride from the Osice Pass to Sromowce.

We go down to Veľký Lipník, turn right and continue downhill, already less steeply, along the bottom of the valley. We come to Haligovce which is impressive, above all, with its views of the **steep walls of Haligovske skalý Rocks⁶**, currently a strict reserve within the Pieniny National Park. Somewhere among these rock walls there were inhabited hamlets such as Ďura or Jezovka, but now only wild apple and cherry trees remain, lost among the meadows.

From Haligovce, we continue to go down the valley, arriving at Smerdžonka (which, translated, is a 'smelly place'). The name is not accidental, deriving from the local sulphate springs with a specific smell. The old spa, destroyed during the war, was reopened a few years ago. From Smerdžonka, we are only a moment away from **Červený kláštor⁷** (after all, the beneficial effects of the waters were already exploited by the monks), and thence only across the foot-bridge and we are back in Sromowce.




TRK
SPD

25 km

140 m


THE BEST OF THE NOWY TARG AREA

NOWY TARG – St. Anne's Church – Route Around the Tatras on the Czarny Dunajec River – Shrine in Ludźmierz – **Wierchowa Path** – ponds in Krauszów – **Przymiarki Peat Bog** – Kombinacki Forest – Polana Szaflarska – Velo Dunajec on the Biały Dunajec River – **NOWY TARG**


THE BEST OF THE NOWY TARG AREA

Route length:	25 km	Asphalt:	24 km	Traffic free:	15 km
Uphill ride total:	140 m	Gravel:	1 km	Side roads:	10 km
Downhill ride total:	140 m	Terrain:	250 m	Main roads:	0 km



Although Zakopane is undoubtedly the winter capital of Poland, Nowy Targ is equally undeniably the capital of the Podhale region. The route reveals its various facets – its pretty market square, picturesque location on the Dunajec Rivers close to secluded forests and unique peatlands. We will also touch upon some history by visiting St. Anne's Church, the Shrine in Ludźmierz and the area around the former factory (Kombinat). The panoramas from St. Anne's Church and from the Wierchowa Path will also give us a slightly broader perspective of the city. And since the route is short, we are free to stop somewhere for longer.



Detailed map, types of road, surfaces, trails, route in the app: www.cestaokolotatier.eu/go/05

The starting point of our trip is the **Market Square in Nowy Targ¹**. This is where weekly fairs have been held in the town since 1487! The 19th century buildings on the Market Square with an attractive Town Hall, but also cafes and **ice-cream parlours** attract tourists and local people.

We head north to ride up Zaci-sze Street to **St. Anne's Church²** after the Czarny Dunajec River. It is the oldest (15th century) church in Nowy Targ and the first settlement was probably established here. It's worth taking a look inside and looking at the **pretty city panorama**. We return to the Czarny Dunajec River and along the Route Around the Tatras we follow the river as far as Ludźmierska Street from where we descend to **Ludźmierz⁴** by a footbridge.



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This is the oldest village in Podhale (dating back to the 13th century), its religious capital, from where it is ruled by Our Lady of Ludźmierz. Here shepherds traditionally begin and end the shepherding season. We continue our journey to Krauszów, to the **Wierchowa Path (views!)³** leading along a ridge among narrow strips of meadows and fields.

After 900 m from the beginning of the path, **AFTER PASSING THE METAL CROSS³ ON THE RIGHT**, we turn left on to a dirt road and after 250 m we get to the end of the asphalt, by which we return to Krauszów. After the bridge over the Dunajec River we turn left and going now by the red-coloured side of the road (Route Around the Tatras) we ride past the **Krauszów ponds**.



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Thereafter, we turn right – still following the Route Around the Tatras, which among meadows leads us to the edge of the **Przymiarki Peat Bog** (resting place for cyclists and information board), to finally take us to the DW957 and the main route of the Route Around the Tatras (cyclists' resting place with a map) running just after it.

We head for Nowy Targ. The Route leads here along the former railway to Trzciana which is clearly evidenced by the iron **bridge over the Wielki Rogoźnik stream**⁶. We then enter the **Kombinacki Forest**⁵ – a marshy forest to the west of the city, where a huge industrial complex of shoe factories was established in the 1950s. A remnant of it is, among others, the ruin of the Nowy Targ Fabryczny station, which we pass in the middle of the forest. We leave the Forest and come to the Zakopianka road. We cross it by the zebra crossing to get to Podtatrzańska Street (further along the Route Around the Tatras).

Following the signs of the Route, along a bicycle path on Aleja Solidarności Street, we reach the new blocks of flats on the Szaflarska Glade, from where we leave the Route around the Tatras and among the greenery we go to a foot and bicycle bridge over the Biały Dunajec River. After the river, to the right of the footbridge, the green wall of Bór nad Czerwonem Forest stands out strongly. We turn left.

On the right (east) bank we follow the signs of **Velo Dunajec** along a pretty riverside stretch.

On the second bridge we go left (Waksmundzka Street) and then right (Piłsudskiego Street) and follow the signs of the Route Around the Tatras on Bulwarowa Street. At the end of the street we turn left to the old bridge – Kościuszki street, which leads us back to the Market Square of Nowy Targ.



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**TRK
SPD**

28 km

330 m
UP THROUGH THE HILLS OF ORAVA


UP THROUGH THE HILLS OF ORAVA

JABŁONKA – Zubrzyca Dolna – **scenic road to Marszał-kowa** – Podwilk – **Bukowiński Stream Valley** – Podszkle – **long downhill ride along the scenic ridge** Studzianki and Machajowa – **JABŁONKA**

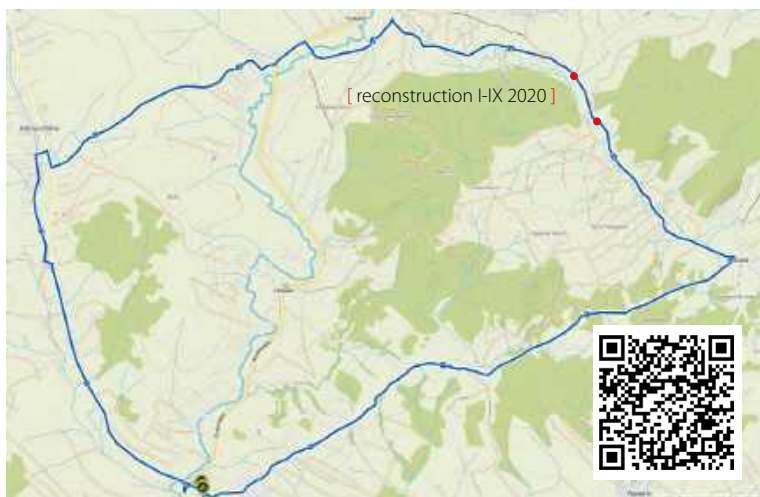


Route length:	28 km	Asphalt:	23 km	Traffic free:	0 km
Uphill ride total:	330 m	Gravel:	5 km	Side roads:	23 km
Downhill ride total:	330 m	Terrain:	0 km	Main roads:	5 km



Orava is undoubtedly a paradise for mountain bike lovers, but let's not be afraid – this route is also very good for trekking bikes. It surprises us with great open spaces, vast fields, forests, unexpected panoramas with the Babia Góra Peak and the Tatras in the background. In the villages and hamlets scattered here and there we can also find interesting monuments and lost roadside shrines. A trip for those attracted by little-known places who want to get away from it all.

The trail can be combined with: **13; 19; 20**



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/06



The route starts in the capital of the Polish section of Orava – Jabłonka, next to the church², which definitely dominates not only the village, but also the surrounding area, offering magnificent views of the Orava Forest (peat bogs) and the backdrop of the Tatra Mountains. From Jabłonka, we head towards Zubrzyca Dolna. On the road, keep an eye out – cars drive here at high speed. After Jabłonka, we pass a shrine in the fields, and then,



2

between the buildings, a shrine typical of Orava³ originating from Oravský Biely Potok, a village now situated in Slovakia, formerly famous for stone-masonry.

From the main road we go to a side road, and a little further we turn into a local road connecting Zubrzyca with Podwilk. We enter **extraordinary landscapes**⁴, full of fields and meadows, with the dominant Babia Góra massif⁵. With the road descending gently, we come to Marszałkowa, a Podwilk hamlet. Here, we enter the main road (DK7), but only for 0.5 km, then we run to the Pieronki hamlet and continue on a gravel road to the mouth of the forested **valley of the Bukowinski Stream** along which we will ride for another 6.5 km.



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To our surprise, we suddenly lose the asphalt surface and for over 2 km there is a wide dirt track⁶



4



(asphalt planned from Sep. 2020), still remaining the main access road to the village of Podszkle which lies higher up.

After reaching it, before coming to the centre and the church, we turn right on to a small road to the hamlet of Studzianki. We are in the source areas of the Czarna Orawa River, and therefore the Black Sea basin, not that of the Baltic Sea.

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There is still 1.5 km of painless ride to cover, but we will be rewarded with an extremely long, **pleasant and scenic descent**⁷ all the way to Jabłonka. At first, through desolate forest areas, with a short gravel break, we cycle down the comfortable and unfrequented asphalt road to the scenic hamlets of Dziedzicowa and Szklarzy. Along the way we pass two peculiar elements of the local landscape: **Loretto shrines** – the wooden "turrets" at which people prayed; they also served, through their bells, as a warning and protection signal against upcoming thunderstorms and informed folk about fires.

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We will probably spend the last stretch of the descent to Jabłonka by twisting our necks to the left – the view of the vast forest peat bogs is truly phenomenal from here. In good visibility we can see the Tatra Mountains in the background, while behind the church in Jabłonka we can see Lake Orava¹.

7





FROM THE BIAŁKA RIVER UP TO THE TATRA VIEWS



NOWA BIAŁA – typical Spisz buildings – Krempachy
– Route Around the Tatras to Dursztyn – **Dursztyn views** –
ride down to Łąpsze Niżne – Łąpsze Wyzne – Trybska Pass
– **church in Trybsz** – **Białka River Gorge** – **NOWA BIAŁA**

SPD
TRK



25 km



340 m

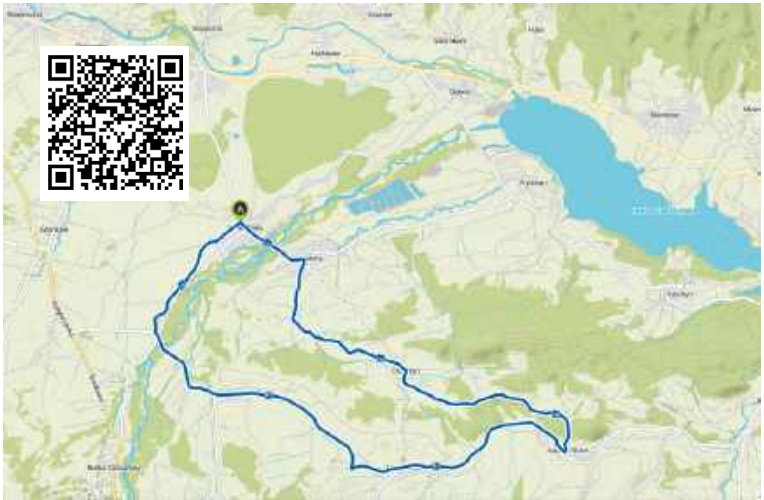


FROM THE BIAŁKA RIVER UP
TO THE TATRA VIEWS

Route length:	25 km	Asphalt:	25 km	Traffic free:	7 km
Uphill ride total:	340 m	Gravel:	0 km	Side roads:	4 km
Downhill ride total:	340 m	Terrain:	0 km	Main roads:	14 km



The trip takes us through a mix of the Spisz region and Pieniny Mountains. We will not avoid steep uphill stretches, but the reward will be wonderful and varied panoramas. There will be interesting heritage sites and natural curiosities. The route leads entirely through the Spisz region, which the skilled eye will easily notice in the local architecture. We will escape into the almost wild areas of Dursztyn, listen to the noise of the Białka River under the impressive wall of the Kramnica Rock near Nowa Białą, where perhaps we will also hear the Slovak language. Interesting local names or old churches also demonstrate how long and rich the history of these lands is.



Detailed map, types of road, surfaces, trails, route in the app:
www.cestaokolotatier.eu/go/07

We set off from **Nowa Białka**. This is an unusual village, although to the west of Białka, in the Spisz region and in Poland, and we will notice signs of Slovaks' presence here and there. Moving in the direction of Krempachy, crossing successive junctions, it is worth noting the **typical Spisz buildings** with a linear and spindle-shaped layout, with a line of houses at the front and a row of barns² parallel to and behind them.



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In Krempachy (name from the German "Krummbach" – a winding stream) we pass the **small church of St. Valentine** (on the left). It is worth stopping and visiting the graveyard, where we will see plaques in three languages: Hungarian, Slovak and Polish. The surrounding area is still inhabited by the Slovak minority. According to the signs of the Route Around the Tatras, we turn into Tatrzańska Street.

However, we will have to wait a while longer for Tatra vistas. The Route leads us after a shooting range into beautiful idyllic landscapes; the relief of the terrain testifies to the **geological diversity of the place**¹. Its expression are, among others, the interesting rock outcrops of the Lorencowe Rocks with the club-shaped Gęśle (fiddle) rock. However, it is time to focus on the road, because the ride uphill is quite steep. On the ridge it is worth turning around to admire the beautiful panorama of the areas between Dursztyn and Krempachy and, to the south, the slowly emerging Tatras.



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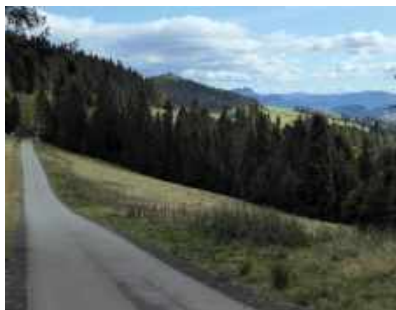
Going on along the Route, we enter Dursztyn. **The variety of views**



of this village, located on the roof of Spisz, is surprising. We ride onto the ridge of the Honaj Hill, where a **wonderful panorama of the Tatra Mountains opens up**³. Behind the buildings we enter an unusual terrain of mountain pastures, forests, steep Pieniny slopes and views of the Pieniny and Tatra Mountains. **The route over Honaj**⁴ is one of the most beautiful sections of the Route Around the Tatras. CAUTION – the descent is very winding and steep!

Saturated with greenery, we leave Łapsze Niżne. The Route leads us to the vicinity of the 14th century Baroque church of St. Quirine. From here on, we steadily cycle up along the main road, through Łapsze Średnie and Wyżne, to finally climb the **Trybska Pass**⁵. Although we have only ridden a short distance, the landscape has changed a lot – it has softened, become more like in the Beskidy Mountains.

From the Pass, we go down a pleasant stretch downhill to Trybsz. During the ride, it is easy to overlook the small and interesting **wooden church of St. Elizabeth** (16th century). After Trybsz, we cross Białka (but remain in the Spiš region – the river once changed its course leaving the Spisz village of Nowa Biała on the other side!) and 200 m behind it we turn right. After 1.5 km we reach the **Białka River Gorge**⁶ – the river here is divided into an isthmus between the rocks of Kramnica and Obłazowa. The latter is also a place of **valuable archaeological finds**. The place is perfect for a longer rest by the river. Then, escaping from the main road through side streets, we reach the centre of Nowa Biała, where our trip ends.



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SPD
TRK

37 km

300 m

FOLLOWING THE SLOVAK RAIL TRAIL TO TRSTENÁ

CHOCHOŁÓW wooden buildings – PL/SK state border – **Route Around the Tatras to Liesek** views, monuments of railway technology – **Liesek viewpoint** – **old town in Trstená** – back on the Route – Suchá Hora – **CHOCHOŁÓW**

**FOLLOWING THE SLOVAK
RAIL TRAIL TO TRSTENÁ**


Route length:	37 km	Asphalt:	36 km	Traffic free:	33 km
Uphill ride total:	300 m	Gravel:	1 km	Side roads:	3 km
Downhill ride total:	300 m	Terrain:	0 km	Main roads:	1 km

This trip is primarily an encounter with nature. The two extreme points of the route are Chochołów, famous for its wooden buildings, and Trstená, a town worth a short walk around. The rest, or rather the lion's share, is a feast for the senses: vast meadows and fields, forests and streams, bird song and peace... This corner of Orava delights us with its wildness, in many sections the landscape is not disturbed by any buildings – only the Route Around the Tatras, nature and us.



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/08



We start the trip in **Chochołów** near the rocky banks of the Czarny Dunajec River (a good place to rest at the end of the trip). By the access road we go to the main trail of the Route Around the Tatras which we join next to the characteristic shrine².

The Route leads here along the embankment of the former Nowy Targ - Trstená railway line. Gently ascending, we go along its final bend before the Polish-Slovak border. The **peat bogs**, only a few dozen metres away from us, are almost invisible behind the young trees.

We reach the Polish-Slovak border. Its establishment after World War I started a slow process of degradation of the railway line, until it fell into disuse on both sides of the border a few dozen years later. 400 m farther we drive past the ruins of the former station in Sucha Góra, awaiting its second life. We also pass unaware from Podhale – the Baltic Sea basin – to Orava, which is part of the Black Sea catchment area. From now on, the Route descends, allowing us to fully enjoy the unique **landscapes of the agricultural and forest Orava**³.

Riding along the Červený Potok stream, we finally cross it over an impressive bridge, a prelude to the next, even higher bridge on the Jeleśnia stream, which is what today's Głodówka used to be called. (More or less half way between these bridges, next to a forest canopied roof on a bend over the slope, there is a road which, after a few hundred

meters, reaches the border and farther on, as a good gravel road, leads for 5.5 km to Chyżne). The villages stand somewhere behind the meadows and fields and we enjoy nature with the Babia Góra Peak and the Tatras on the horizon.



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After the bridge over the Jelesná River, the Route rises again, leaving the Háje pine forest on the left. After it, the **panorama to the south**, towards the Oravica Valley and the Western Tatras, opens up more and more. In gentle bends, we reach the upper edges of the village of Liesek. We pass the former railway halt, which, nowadays, is a weather station. We arrive at the **scenic Za Borem Shrine⁴**, with a comfortable canopied roof, a spring and an outdoor toilet. The place is perfectly maintained by the villagers.

4



After Liesek, riding down all the time, we go on and on and the **views to the west⁵** reach out to the Veľký Choč and **Malá Fatra** mountain ranges. The passage under the viaduct of the new road Trstená – state border – heralds the town which is not very far away now. The Route leaves the embankment and now leads us along the Oravica riverbank, practically to the very centre of the town. It is worth visiting two historic churches – St. Martin's (with a tower) and the Franciscan Church of St. George, on the **market square in Trstená⁶**.

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We turn and retrace our tracks to the ruins of the station in Suchá Hora, before which we turn right, on to a gravel road for a while, and then an asphalt surface leading to the village centre. From there, the main road leads us to the state border (1 km of a busy route, in front of the former border crossing, **shops where payments in Polish zloty are**

accepted), On the Polish side we can take the pavement, but after 500 m we turn left, next to the ruins of a ski jump, to return, along a local road, back to the bridge over the Czarny Dunajec River and the place where we started the trip. The **flat river bank** encourages you to relax for a moment by the water.

6




TRK
SPD

NOWY TARG – LAKE CZORSZTYN



ŁOPUSZNA – Velo Dunajec to Dębno – Lake Czorsztyn
 – **church in Dębno** – along the Białka River – Nowa Biała –
 Route Around the Tatras to Gronków – Bór na Czerwonem
 Reserve – Nowy Targ – Velo Dunajec – **ŁOPUSZNA**


39 km

190 m

NOWY TARG – LAKE CZORSZTYN

Route length:	39 km	Asphalt:	29 km	Traffic free:	34 km
Uphill ride total:	190 m	Gravel:	8 km	Side roads:	5 km
Downhill ride total:	190 m	Terrain:	2 km	Main roads:	0 km

A long but not difficult trip, 90% traffic-free. The route allows you to enjoy the ride along the picturesque Dunajec River, admiring the riverside nature, also leading through secluded villages. Łopuszna, Dębno or Nowa Biała attract visitors with their interesting monuments. There are also views of Lake Czorsztyn, the Tatra and the Gorce Mountains, as well as riding on forest gravel over the Białka River and through the Bór na Czerwonem peat-bog reserve. In short – a wholesome and varied dish for every gourmet cyclist.



Detailed map, types of road, surfaces, trails, route in the app:
www.cestaokolotatier.eu/go/09

We start the trip in Łopuszna. The museum here, in the historical **Manor House in Łopuszna²**, presents the history of the Tetmajer family and shows how life in Podhale used to be. We leave the village following the signs for Velo Dunajec among pastures. The route continues along a spectacular stretch by the river, then enters Harkłowa. There we go **to the south bank¹** and then on along a flat road as far as Dębno, where we sneak under the bridge to the DW969 road and leave on the embankment with a **view of the Lake³**.



2

We head to the centre of the village to see the extraordinary wooden **Church of St. Michael the Archangel⁴** (UNESCO). If it's open, it's worth going inside – the multicoloured polychromes are quite impressive.



3

From Dębno, we follow the signs of cycling route No. 102. About 3 km of dirt field track⁵ leads to asphalt and the centre of Nowa Biała, a village located in Spiš. It has preserved the **traditional linear spindle-shaped layout of the buildings characteristic of Spiš**. The houses are in one row, with a line of barns parallel behind them. We join the Route Around the Tatras towards Nowy Targ which we follow among meadows and pastures to the west, with panoramic **views of the**



Gorce and Tatra Mountains⁷ and interesting rock formations of the Pieniny Klippen Belt. We go around one of them – Cisowa Rock, after which, in Gronków, we return to Podhale. We cut through the centre of the village, continuing the ride along the asphalt Route Around the Tatras.

The asphalt gives way to gravel, informing us of the pro-ximity of the protected peatland area. The next 6 km is a ride through interesting wet forests, covering the **unique Bór na Czerwonem peatbog reserve⁶**. We leave at the Biały Dunajec River near an airfield, where we switch back to the Velo Dunajec asphalt route and drive along the bank until the end of the route – first with a view of Nowy Targ, and then through a **picturesque stretch near the junction of Biały and Czarny Dunajec Rivers¹** to Waksmund, then on through Ostrowsko and to Łopuszna, where our trip ends.



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**TRK
SPD**

33 km

80 m

ZAKOPANE - NOWY TARG


ZAKOPANE  – Velo Dunajec – Harenda wooden church – Poronin – Biały Dunajec – Szaflary – Zaskale Route Around the Tatras – **Bór Kombinacki Forest** – Nowy Targ Polana Szaflarska – Velo Dunajec – **NOWY TARG** 

ZAKOPANÉ - NOWY TARG


Route length:	33 km	Asphalt:	32 km	Traffic free:	7 km
Uphill ride total:	80 m	Gravel:	1 km	Side roads:	25 km
Downhill ride total:	320 m	Terrain:	0 km	Main roads:	1 km



An easy trip on the Velo Dunajec route from its beginning down to Nowy Targ, partly together with the Route Around the Tatras. It runs parallel to the river, leading once on its west and once on its east side. We will visit quiet hamlets hidden near the Zakopianka road, where you can still see the old face of Podhale. Along the way, there are several interesting heritage sites, views of the hills growing over the Biały Dunajec Valley and, most of all, quite a lot of pleasant cycling near the humming river.

NOTE! One way route. Return by train.

The trail can be combined with: **05; 09; 13; 19; 21; 25**



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/10



The trip begins at the Zakopane railway station, at the end of the line that started the revolution of tourism in the Tatra Mountains over a hundred years ago and accelerated the development of the whole Podhale region. The former owner of the land around Zakopane, Count Władysław Zamoyski, has great merit here.

We leave Zakopane through side streets, ride to the other side of the Zakopianka road and leave at Harenda, at the foot of the visible Gubałowskie Range. We reach the **wooden church of St. John the Apostle²**. It dates back to the 18th century, but it has stood there only since 1947 – it was moved here from Zakrzów near the town of Kalwaria. Following the signs of Velo Dunajec, through Ustup, we reach Poronin, which is located at the northern end of the Zakopane Basin.



2

From Poronin constantly to the north, down the valley, we go to Biały Dunajec; the stretch before this point is partly (1 km) made of gravel and earth, and leads us on an old bridge over the Biały Dunajec River, which here runs through green, forested surroundings¹. We continue to Bańska Niżna and Szaflary. The region abounds in thermal waters, as exemplified by the local thermal baths. In the vicinity of Szaflary we cut almost imperceptibly through the Pieniny Klippen Belt. The evidence of its



3



existence is the **steep pyramid of the Ranisberg hill** on the other side of the Zakopianka road. **The market square in Szaflary³** is a good place for a short rest.

From the centre of Szaflary, we continue north, Velo Dunajec leads us to Zakopianka, and along its gravel roadside we ride for a while (**it is better to get off the bike and go to the crossing**) before passing to the other side in the vicinity of the former Szaflary Castle, whose white stone wall we pass opposite the Municipal Office.

4



After crossing the railway, the road ascends, thus breaking the almost flat profile of the entire route. We drive up to Zaskale, with views of Nowy Targ and the Gorce Mountains opening up. Driving along Kardynała Wojtyły Street, we reach the Route Around the Tatras, running from Czarny Dunajec along the path of the former railway line and turn right on to it, entering the **Bór Kombinacki Forest⁵**. The Route Around the Tatras and Velo Dunajec have a common course here.

5



The Bór Forest occupies wetland ("bór" in the local terminology means peat bogs, wetland) within the Czarny and Biały Dunajec Rivers forks. The other part of the name originates from the "Kombinat" – industrial complex set up here after World War II; in the 1970s, up to 10,000 people worked here, most of them in huge shoe factories. One of the remains of the Kombinat industry complex are the ruins of the former Nowy Targ Fabryczny station which we pass on the way. The route is pleasant, it leads in the comfort of a coniferous forest; at weekends it is crowded with residents of Nowy Targ.

6



We leave next to the Zakopianka road, cross it, and then, along Podtatrzańska Street and al. Solidarności Street we reach the Szaflarska Glade, where we return directly to the Biały Dunajec River. We cross the bridge to the other side, where the Route Around the Tatras and Velo Dunajec separate their common course. We turn left and follow the **picturesque Velo Dunajec cycle path** along the river. After reaching the second bridge, we turn left to Waksmundzka Street to reach the **Market Square in Nowy Targ⁶**. From the Market Square we take side streets, then Kolejowa Street to the railway station. In the building of the former water tower there is **an exhibition presenting the history of the railway line Nowy Targ - Królewiany (Kralovany)**. We return to Zakopane by train.





THE LAKE FROM THE NORTH AND PIENINY SPISKIE MOUNTAINS



CZORSZTYN  – northern shore of the Lake – Dębno – forest path to Nowa Biała – Krempachy – **Route Around the Tatras to Dursztyn views** – **Dursztyn panorama** – downhill ride to Łapsze views – Łapsze Niżne – Niedzica – **NIEDZICA-ZAMEK** 

**TRK
SPD**



40 km



350 m



THE LAKE FROM THE NORTH
AND PIENINY SPISKIE MOUNTAINS

Route length:	40 km	Asphalt:	37 km	Traffic free:	24 km
Uphill ride total:	350 m	Gravel:	2 km	Side roads:	7 km
Downhill ride total:	350 m	Terrain:	1 km	Main roads:	9 km



You don't know whether to choose the Lake or heritage sites or mountain landscapes? This route is for you because it has it all! Riding just above the surface of Lake Czorsztyn, through the secluded forests between Dębno and Nowa Biała, the picturesque Tatra and Pieniny Mountains of Spisz near Dursztyn and the magnificent heritage sites of Niedzica and Dębno make you yearn to revisit this route many times.

NOTE! The route involves a ferry crossing between Niedzica-Zamek and Czorsztyn.

The trail can be combined with: **02; 03; 07; 09; 12; 15; 16; 22; 23**



Detailed map, types of road, surfaces, trails, route in the app:
www.cestaokolotatier.eu/go/11

We start the tour at the foot of the Czorsztyn castle ruins. We set off on a bicycle path to the west – 12 km of ride along the **northern shore of Lake Czorsztyn in front of us²**: The route runs just a little higher than the water surface, leading through the picturesque bays of Pusta and Sygulina, offering ever-changing views of the Pieniny Spiskie range with the **Zar Mountain towering up and the Tatras on the horizon¹**. In front of us, to the west and in the distance behind the water is the church tower in Frydman, giving the impression of a lighthouse on the shore of the Lake. Behind it, in the background, is the Queen of the Beskidy – the Babia Góra Peak. **Watch out for sharp bends** when riding! On the way we can stop at one of the many comfortable cyclists' resting places).



2

After reaching the end of the path below Huba, we ride to the main road, the DW969. **In front of us lies a dangerous stretch of 800 m on the side of the DW969 road, along a narrow bridge** over the Dunajec River. Behind us, keeping to the right, we escape to a Velo Dunajec path and cycle under a bridge to go on to the embankment in Dębno; there are **splendid views of the Lake³**.



3

After leaving the embankment, we turn right sharply to get to the centre of the village, where there is the 15th century wooden **church of St. Michael the Archangel** (UNESCO). If it is open, it's worth a look inside. In Dębno, we see the signs for bicycle trail No. 102. Following them, we leave the village for



Polna Street to reach Nowa Biała and the signs for the Route Around the Tatras through asphalt, gravel and, again, asphalt, through **fields and forest**. The road is a safe alternative to the Frydman - Krempachy road.

In Nowa Biała, let's pay attention to the linear spindle-shaped building layout typical of Spisz. We continue to Krempachy, where we turn right on to Tatrzańska Street. The trail leads through **beautiful, idyllic landscapes**⁴ with interesting terrain – the charm of the Pieniny Klippen Belt appears before our eyes

together with an uphill stretch (not very easy, but not too long), at the end of which we can enjoy a wonderful panorama.

After a short downhill stretch (**sharp bend!**), we ride up again, now to Dursztyn itself, a village at the roof of the Spisz, located in a mixed Pieniny-Beskid Tatra landscape. The Route Around the Tatras leads us to the impressive scenic **Honaj hill**⁵ from where the Tatra Mountains look spectacular.

And that's not the end of the attractions. The **descent to Łapsze** is a fast ride through forests and mountain pastures, with views of the Trzy Korony Peak, the Tatras, flocks of sheep... an unforgettable experience. We leave in Łapsze Niżne and continue downhill (already off the Route and in general traffic) through Niedzica to the shores of **Lake Sromowieckie**. At the roundabout we pick the route uphill following the Velo Dunajec signs up to the **castle in Niedzica**⁶. It looks most beautiful

at the end of the dam. Those interested in the history of the Inca treasure will visit the castle itself, where there are cafes and restaurants. After the castle we go down to the port and by ferry or small gondola, we return to Czorsztyn.



4



5



6




SPD
TRK

31 km

500 m


SPISZ VIEWS

ŁAPSZE NIŻNE – Route Around the Tatras Łapsze-Kacwin views – Kacwin – PL/SK state border – **Osturňa wooden buildings** – uphill ride to Łapszanka SK/PL – **Łapszanka Pass panorama** – Łapszanka downhill ride – Łapsze Wyżne – **ŁAPSZE NIŻNE**


SPISZ VIEWS

Route length:	31 km	Asphalt:	30 km	Traffic free:	9 km
Uphill ride total:	500 m	Gravel:	1 km	Side roads:	18 km
Downhill ride total:	500 m	Terrain:	0 km	Main roads:	4 km



A trip rich in magnificent landscapes, showing the cultural diversity of Spisz. The route is quite fierce in that it does not only lead through valleys but, in a few places, is a little challenging. Fortunately, these steep uphill stretches are relatively short. However, the reward for these inconveniences will be delicious Spisz views, a unique blend of what the Beskidy, Pieniny and Tatra mountains mean. And between them – interesting heritage of the local culture, worth at least a few short stops to get to know and understand the Spiš region's cultural melting pot better.

The trail can be combined with: **02; 03; 07; 11; 16; 17; 22; 23**



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/12



We start the trip in Łapsze Niżne. We follow the signs of the Route Around the Tatras and continue following them until Osturnia. Just outside the centre, the Route leads us up a steep uphill stretch above the village – there will be several more such stretches but fortunately all of them are relatively short. The rewards are **interesting views**² of the Hombarki (Pieniny Spiskie) Range and the Trzy Korony Peak, and, perhaps most importantly, the wonderful mountain pastures between Łapsze and Kacwin.



We go down to the small hamlet of Stawisko, and in a moment we ride up another branch of the Spišská Magura range. The **shepherd's landscape**^{1,3} of this area is unusual – the vast pastures, so different from the narrow fields of Podhale, are quite impressive. Desolate houses and cottages only add to the emptiness and seclusion of these areas.



We arrive at Kacwin after a quick descent. The origin of the village's name is interesting – supposedly coming from the German **Katzenwinkel** or "Cat's Corner". In the village, it is worth visiting the interesting church and looking out for the **traditional granaries**. Continuing to follow the signs of the Route Around the Tatras, we leave the village through a valley, which we will ride along for the next few kilometers. And although, nowadays, it is divided by the state border, for centuries it was one entity. Along



a dirt road⁴ we reach the state border (a **pleasant waterfall** immediately before it): between the hills, we'll look out for the Belianske Tatras.

A narrow asphalt road and then concrete slabs next to a agricultural cooperative lead us to **Osturňa**. The creation of the border in the Osturňa/Kacwinka valley has forced the construction of a road through the mountains to connect the three local villages with the rest of Slovakia. We enter Osturňa, the westernmost Lemko village and, at the same time, a **picturesque reserve of wooden architecture**⁵ which is as charming as the architecture of Chochołów.

4



At the end of the village we turn into a narrow and steep asphalt road leading to Łapszanka – many will have to walk with their bikes here. The landscapes resemble those around Łapsze and Kacwin.

At the end of the uphill stretch, an extraordinary prize awaits us – a **panorama from the Łapszanka Pass**, undoubtedly one of the most beautiful panoramas of the Tatra Mountains⁶. We reach the crossroads next to a shrine – a place of prayers but also, with the bell inside, a tool for warning (and prayerful chasing) of storms.

5



We turn right next to the shrine; from here on, the route descends steadily. We go **downhill quickly** (watch out for pot holes!), then through Łapszanka, then through Łapsze Wyżne and further on until we reach Łapsze Niżne, where our trip ends.

6





AROUND THE ORAVA PODHALE PEATLANDS



CZARNY DUNAJEC – Droga Chodnikowa Way – Cikówka Forest – **Gajka Forest peatland** – Piekielnik – **Załuczne views** – Odrowąż – Dział – **Wierchowa scenic road** – Krauszów – Ludźmierz – Route Around the Tatras – **former railway** – **CZARNY DUNAJEC**

TRK
SPD



42 km



290 m

AROUND THE ORAVA PODHALE
PEATLANDS



Route length:	42 km	Asphalt:	34 km	Traffic free:	22 km
Uphill ride total:	290 m	Gravel:	8 km	Side roads:	10 km
Downhill ride total:	290 m	Terrain:	0 km	Main roads:	10 km



We commonly think that the Podhale region means mountains. However, a glance at the map will remind us that Podhale is also a vast, flat valley area where a unique ecosystem of peatlands has formed over thousands of years. The route goes around the western part of the Orava-Nowy Targ Basin, mostly forest-free areas with distant views of the peatlands, but also the surrounding ranges – Żeleźnica, Gubałowskie, and in the background the Tatras and the Babia Góra Peak. The route is easy, scenic and with interesting nature.



Detailed map, types of road, surfaces, trails, route in the app:
www.cestaokolotatier.eu/go/13



We start the trip in Czarny Dunajec. We set off along an asphalt cycling trail of the Route Around the Tatras, and then, entering the forest, we also descend a gravel road which we will ride for another 8 km. We pass through the damp, coniferous, secluded **forests of the Orava-Podhale borderland²**: Cikówka and Baligówka. They conceal numerous interesting peatlands that have formed over thousands of years in a wet basin between mountain ranges.



2

We leave the forests in Orava, on the outskirts of the village of Piekelnik (its name derives from the name of the stream – “devilish”, untamed, causing frequent damage). We cover 150 m **along the busy and dangerous DW957 road**, and then turn left into a small street. We reach the local road which we take to ride on towards Odrowąż.

The terrain rises a little bit, which results in **wonderful views to the south³**, to the vast forests, the Gubałówka Foothills and the Tatras. The next villages – Załuczne and Odrowąż⁴ bring alternating short uphill and downhill stretches. This inconvenience is compensated for by the views and interesting **examples of traditional wooden architecture**. Next to the church in Odrowąż, we turn right and go down to the tiny hamlet of Zagrody where the road leads directly between local farm buildings. Below, we can only see the endless flat peatlands. We ride along the DW958 and pass



3



through Dział, another agricultural, scenic village⁶. After it, we continue between meadows and fields and, after 1 km at the crossroads next to a canopied rest place, turn into a bicycle path leading through the **Droga Wierchowa Way**¹ that meanders along a gentle and scenic ridge. Enjoying the landscapes, we descend to Krauszów, a village located on the Czarny Dunajec River, through which we pass. Sticking to the bicycle path, we pass ponds and leave among fields to reach the winding DW957, after which there is the comfortable **Route Around the Tatras** waiting for us (alternatively, from Krauszów we can go through Ludźmierz to visit the local **Marian sanctuary**).

Following the old railway from Nowy Targ to Trstená, we take a very long straight stretch, turning our heads to the left again and again to admire the distant Tatra Mountains⁵. We ride through Rogoźnik

and come to Czarny Dunajec, where at the crossroads with the road to Ciche, we turn towards the town centre. Situated on the river of the same name and surrounded by peatlands, **Czarny Dunajec** is the capital of the western Podhale region; the municipality is one of the partners of the project to build the Route Around the Tatras and consistently creates a network of bicycle paths. It is worth going up to the market square to take a picture or taste the local ice cream. At 10 Slenkiewicza Street, we can see the building of the former synagogue in Czarny Dunajec.



4



5



6




**SPD
TRK**

51 km

450 m

REMEMBERING THE OLD CHOO CHOO



CZARNY DUNAJEC – Route Around the Tatras – Sośnina Forest – Domański Wierch Peak views – Ciche Dolne – **Chochołów wooden buildings** – Suchá Hora – Route Around the Tatras to Liesek **wild landscapes** – **cyclists' resting place** **Liesek views** – Route Around the Tatras to Podczerwone – Cikówka Forest – **CZARNY DUNAJEC**


**REMEMBERING
THE OLD CHOO CHOO**

Route length:	51 km	Asphalt:	51 km	Traffic free:	40 km
Uphill ride total:	450 m	Gravel:	0 km	Side roads:	4 km
Downhill ride total:	450 m	Terrain:	0 km	Main roads:	7 km



A route that allows people overloaded by the city, noise, and other people to breathe. It leads mostly along the former railway line to Trstená. Vast panoramas, magnificent nature and silence are the dominant features of this trip. There will also be encounters with what was made by the human hand – the beautiful wooden buildings of Chochołów, a picturesque shrine above Bór or, above all, the main trail of the Route Around the Tatras, which is a reactivation of the old line, leading through such unusual corners of the borderland of Podhale and Orava.

The trail can be combined with: **01; 08; 13; 18; 24; 25**



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/14



We start in Czarny Dunajec, where we can conveniently park our car next to the school. We reach Kmieć-towicza Street by a side street and then the **market square**. It indicates the importance of this place – formally a village, but being the centre of western Podhale. From the market square, along Kolejowa Street – a name reminiscent of the former Nowy Targ – Trstená line – we leave the city and after the river we go off on to the access road to the main trail of the Route Around the Tatras. We follow it to the left, to the east, along the route of the former railway.



2

After passing the Sośnina Forest, we leave the main line of the Route twice to the right, into an asphalt road leading through this forest. We leave for the open area, the road now leading along a ridge of the gentle but very scenic **Domański Wierch Ridge**^{1,2} still as the Route Around the Tatras. We follow it for the next 5 km, admiring the panorama of the Tatra and Beskidy Mountains with the Babia Góra Peak, while enjoying **the nearer surroundings**³ – meadows, grazing cows, boundless space...



3

After crossing a low peak, the Route descends and reaches the road from Czarny Dunajec to Ciche. We turn left and go steeply down to the village. CAUTION! After the second sharp bend, after passing a shrine on the left, we turn to the right, into a side street, which we take to reach the main road again among old houses. We turn right on to it and continue towards Chochołów. On a strenuous uphill stretch we reach a ridge,



from which we head to the centre of **Chochołów** by a side street. The historic wooden buildings are worth at least a short stop.

From the centre we leave along a narrow street to Kamieniec, where we turn left after the river (passing a pleasant spot on the Czarny Dunajec River) and after the ruins of a ski jump we reach the road leading to Slovakia. This is our direction. On the way, watch out for passing cars. We pass shops (**Slovak products**) and after 1 km, in front of the church, we go right on to a road⁴ which leads us to the ruins of the Suchá Hora station. Here we join the main trail of the Route Around the Tatras which, **among the landscapes of green Orava**, will lead us for another 9 km.

4



From the station, constantly and gently downhill along the Czerwony Potok stream valley, we reach two large bridges reminding us of the Route's railway past. Halfway between them, next to a canopied roof, a dirt track goes into the forest which, after 1 km, turns into a good gravel road leading after 5.5 km to the centre of Chyżne. Behind the second one – by the Jeleśnia stream – the route starts a long and gentle uphill stretch, going around the Háje forest. After this, the **views**⁵ change – we see the Oravica River valley, with the Tatras in the distance.

From now on, again downhill, staring at the beautiful landscapes we pass by gentle bends, meadows, fields, the former station in Liesek (now a weather station), to finally reach a cyclist's resting place above Bór. It is an ideal place to rest – a comfortable canopied roof shelter, a spring, an outdoor toilet, and a picturesque shrine with the way of the cross.

5



After a rest, we go uphill between the fields, and after 400 m we turn right into the road parallel to the Route. There is a good view of cyclists riding against the background of mountainous landscapes. After reaching the Route, we pedal back to the ruins in Suchá Hora next to which we continue straight to the state border. It divided the railway

line in 1924, causing its slow degradation.

From Orava, the Black Sea basin, we rode back to Podhale, into the Baltic Sea basin. The Route Around the Tatras now leads gently downhill in bends, among the Orava-Nowy Targ PeatLands.


Don't let our vigilance fall asleep – after reaching the old little station in Podczerwone, the main trail of the Route leads straight, while we turn left (on asphalt all the time). We get to the road to the Peat Plant (the extra distance to be covered to see a historic narrow-gauge railway means the "cost" of another 2.5 km), to go down to the Cikówka Forest. The bicycle path leads pleasantly in the shade of trees, eventually leading us right next to the school in Czarny Dunajec, where our trip ends.





**BY THE RIVER
AND BY THE LAKE**



ŁOPUSZNA – Velo Dunajec – Dębno – northern shore of Lake Czorsztyn –  – Niedzica-Zamek – southern shore of the Lake – Frydman – Krempachy – Route Around the Tatras – Gronków – Ostrowsko – ŁOPUSZNA

**SPD
TRK**



49 km



390 m

BY THE RIVER AND BY THE LAKE



Route length:	49 km	Asphalt:	49 km	Traffic free:	37 km
Uphill ride total:	390 m	Gravel:	0 km	Side roads:	6 km
Downhill ride total:	390 m	Terrain:	0 km	Main roads:	6 km



One of the 'mandatory' trips. It offers what is most beautiful in the eastern Tatra Foothills: a ride in the comfort of the Dunajec River along the excellent Velo Dunajec, a loop around Lake Czorsztyn, castles in Czorsztyn and Niedzica, views of the Gorce and the Tatra Mountains, but also interesting Pieniny rock formations along a stretch of the Route Around the Tatra Mountains, and old wooden churches. On the whole route there is only one steep uphill stretch. Three quarters of the route is away from vehicular traffic so we can enjoy the ride even more.

The trail can be combined with: **02; 03; 07; 09; 11; 16; 23**



Detailed map, types of road, surfaces, trails, route in the app:
www.cestaokolotatier.eu/go/15

The route starts in Łopuszna, near the interesting **historic Tetmajer Manor House** (here there is an ethnographic and open-air museum). From the village, we go right away on to the **Velo Dunajec route²** which, for the next 8 km, leads us along the Dunajec River, now further now closer to the river. The stretch before Harkłowa, where from the slope we can admire the river and its surroundings before entering the old village of Podhale, is particularly charming.



2

In Dębno, the route leads us to a high embankment between the Dunajec River and the village. The wooden church of **St. Michael the Archangel** is well visible from here. It is worth getting off the bike (carrying it down the stairs) and riding there – the church is a UNESCO-listed gem of wooden architecture. It was built over 500 years ago and hides beautiful wall paintings inside.



3

After Dębno, we ride along an uncomfortable 800 m of a narrow bridge and a roadside to turn right, at the point of the exit to Huba. This is where it is really fabulous... almost 13 km on the northern shore of **Lake Czorsztyn³**, mostly at the very edge of the water. It is a relatively new element of the landscape – the dam was completed in 1997 and has an area of 11 km². For centuries, until 1918, the border between Poland (then Galicia) and Spiš, part of Hungary, was here. The surrounding mountains give the Lake its charm – from the north the Gorce and rocky Pieniny Właściwe Mountains, from the south the rocky Pieniny Spiskie and the Tatras blurry in the background. We reach the ruins of the Czorsztyn Castle⁴. Here, we travel **by ferry / gondola to Niedzica**.



We get off below the Niedzica Castle, which once guarded the ford through the Dunajec River from the Hungarian side. It used to be a meeting place for kings: according to legend, until today, somewhere in the castle treasures of the Incas are hidden. Sightseeing would take about 2 hours.

After leaving Niedzica-Zamek, we ride for another 8 km **along the Lake⁵**, this time on its southern shores with views of the Pieniny Właściwe and Gorce Mountains. The ride is a bit more difficult, especially in Falsztyn, where we face a 100 m elevation on **the uphill stretch¹**. Such a course of the rail was required by the Zielone Skalki Reserve, protecting the rocky shores to the north-east of Falsztyn.

We reach Frydman, a village which (unlike Maniowy) did not need to be resettled thanks to the construction of a side dam. We are in the **Spisz** region, as evidenced by the **village's characteristic layout**: a spindle-shaped square in the middle, a historic white brick church with a characteristic tower top, surrounded by two parallel lines of houses with barns standing evenly in line behind them (Zastodolna Street). Typical for this area are also German-sounding names of villages – Frydman, Dursztyn, Krempach and others. From Frydman by the road along a winding stream (German: Krempach, Krummbach – a winding stream), we reach Krempachy, another Spisz village, with a pretty church on the square in the centre of the village. From now on, we follow the signs of the Route Around the Tatras, towards Nowy Targ. Along the main road we reach Nowa Biała – the only village in the Polish Spisz region located on the other bank of the Białka. The village is home to the Society of Slovaks in Poland, who constitute a significant minority here.

After crossing the village, the Route leads us into the countryside: it leads among meadows, with views of the Gorce Mountains. We pass by the white body one shrine of St. Mary Magdalene and, in the distance to the left, the Tatras emerge⁶. We ride around the characteristic silhouette of Cisowa Rock, reminding us of the proximity of the Pieniny range. Just after it we enter the area of Gronków, thus returning to Podhale.

By a side street between mountain farmhouses we get to the main road, on which we turn right, to the north, towards Ostrowsko. In front of us there is a long four-kilometre long straight stretch by the side of a not very busy road. We pass some interesting old log cottages: further on we are attracted by the forested Gorce rising before us. We go through the village to get to the Dunajec River. On its other side, Velo Dunajec awaits us which will take us pleasantly down to Łopuszna where our trip ends.



4



5



6




SPD
TRK

39 km

590 m

THE PIENINY SPISKIE MOUNTAINS AND THE LAKE FROM THE SOUTH



NIEDZICA-ZAMEK – southern shore of Lake Czorsztyń – Frydman – Krempachy – **Route Around the Tatras near Dursztyn and Łapsze views** – Łapsze Niżne – **Route Around the Tatras to Kacwin** – Kacwin – Niedzica – **NIEDZICA-ZAMEK**



THE PIENINY SPISKIE MOUNTAINS
AND THE LAKE FROM THE SOUTH

Route length:	39 km	Asphalt:	39 km	Traffic free:	23 km
Uphill ride total:	590 m	Gravel:	0 km	Side roads:	8 km
Downhill ride total:	590 m	Terrain:	0 km	Main roads:	8 km



An ideal route for those who want to see everything in one day and are not afraid of small challenges. A pleasant ride on the southern shores of Lake Czorsztyń and an abundance of unique Spisz landscapes on probably the most beautiful part of the Route Around the Tatras, between Krempachy and Kacwin will remain in our memory for a long time. A large portion of nature, views, space, with intensive but short uphill stretches, giving a taste of slightly more difficult routes.

The trail can be combined with: **02; 03; 07; 09; 11; 12; 15; 22; 23**



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/16

We set off from near the **Castle in Niedzica²** following the signs of Velo Dunajec. The fortress rising today high above the water, was built to defend the local ford across the Dunajec River from the Hungarian side.

The next 10 km is a cycling route on a dedicated cycling path along the **southern shore of Lake Czorsztyn**. In contrast to the northern shore, here we ride mostly through the forest³. The exception is the area around Falsztyn where, out of the necessity to bypass the Zielone Skalki Reserve, the route first rises and then descends equally steeply. The uphill stretch may force some people to walk with their bikes, but it is not a very long stretch, and the magnificent **views of Lake Czorsztyn¹** will fully compensate for these hardships.

Between Falsztyn and Frydman, we still ride through the forest, traversing steep slopes to water. We overcome the difficulties posed by a couple of deep gulleys through which it was impossible to construct the path by crossing impressive bridges, which are also like **windows overlooking the Lake and the Gorce Mountains**. Slightly longer rest are recommended at the resting places we pass by.

We reach Frydman and continue to the centre of the village. It is easy to see the spindle-shaped layout of the streets, characteristic of the Spiš region, with gabled houses facing the main square and a line of barns hidden parallel to and behind them (Zastodolna Street). Apart from the white body of the church whose tower shines above the Lake like a lighthouse, attention is also drawn to the white building of **the manor house of the Horváths**, the former owners of the Niedzica lands.

From Frydman, we head south towards Krempachy. We have more than 4 km of local road ahead of us with little traffic. Cars drive very fast here, so you'd better stay



2



3



on the alert. The landscape differs from the one by the Lake – gentle, almost flat long meadows and fields, with the green wall of the Żar Mountain, the highest hill of the Pieniny Spiskie Mountains, and the forest threshold of the Gorce Mountains in the distance to the right.

The name Krempachy (from Krumbach - a winding stream) as well as many of the surrounding villages (Falsztyn, Dursztyn, Frydman, Kacwin) is of German origin, testifying to the former, 13th century (re) colonisation of these lands by German-speaking settlers. In the local cemeteries we can find tombstones with inscriptions in Hungarian, Slovak and Polish. This is just Spiš in a nutshell.

In Krempachy, we are greeted by the slender body of the white stone St. Martin's church, once performing a defence function, typical of Spiš. Just after it we turn left, following the signs of the Route Around the Tatras, which we will follow from now on until we reach Kacwin riding along a section that will surely be remembered.

Village buildings end quickly, giving way to wonderful nature: hills of peculiar, irregular shapes⁴, silence and greenery. After the stream, we pass interesting formations of Lorencowe Rocks, with a characteristic Gęśle (fiddle) limestone rock. Then, it's better to focus on pedalling, because there is a short but demanding uphill stretch waiting for us. **The view of the borderline between the Spiš-Podhale region** is engaging. We move on, **let's watch out** for a sharp turn that carves a suddenly steep descent before us.

4



We enter Dursztyn along Słoneczna Street. This small village, situated as if on the roof of Spiš, is surrounded by a unique landscape medley. Passing the church in the centre of the village, we ascend the Honaj Hill. **The panorama of the Tatras blue**, as well as the surprising closer vicinity, makes us dizzy ... but it will be no worse farther on. The trail winds through forests, meadows, rocks, leading us more and more steeply to Łapsze Niżne.

5



From Łapsze we will have to strain our muscles again to climb the Route Around the Tatras traversing the hill of Glizówka. The views of the valley of the Niedziczanka River, a tributary of the Dunajec River and the Pieniny Mountains, open up. Then a quick, impressive descent and again a strenuous uphill stretch that leads us as if to a different world – gentle hills covered with pastures, with the Gorce, Pieniny and Tatra Mountains on **the horizon**⁵. We pass the 18th century shrine of Our Lady of

the Snows to ride down quickly to Kacwin.

In the *Cat's Corner* (this is how the origin of the village name is explained), after passing the church (interesting historic interior, worth a look) we leave the signs of the Route Around the Tatras and head north, down the valley along a country lane, quiet at first, and from the junction with the route from Łapsze, it is a little more frequented.

We get to Niedzica and then a moment later to... Canada, which is the name of the street we turn right into. After the station, we go back to the main road and go down to the roundabout just above **Lake Sromowieckie** (a better view is about 500 m away towards Sromowce). Here we join Velo Dunajec, following its signs. Patiently pedalling up the hill, we reach the castle in Niedzica, where our route ends.




SPD
TRK

SEEKING THE PEARLS OF SPISZ



JURGÓW – Grocholów Potok – road to Łapszanka – Łapszanka Pass views – downhill stretch to Osturňa – Osturňa wooden houses – Bystra stream valley forests – Ždiar Pass view of the Belianske Tatras – downhill stretch – Podspady – **JURGÓW**


29 km

610 m

SEEKING THE PEARLS OF SPISZ

Route length:	29 km	Asphalt:	29 km	Traffic free:	9 km
Uphill ride total:	610 m	Gravel:	0 km	Side roads:	9 km
Downhill ride total:	610 m	Terrain:	0 km	Main roads:	11 km



A short trip, but rich in impressions. It runs through two wonderful scenic points – the Łapszanka and the Ždiar Passes. These panoramas, however, will involve difficult uphill rides. Whilst the first one is rather monotonous, the second one runs through the interesting surroundings of the wooden village of Osturnia and dense Magura forests, where we can listen to the hum of the Bystra stream. The last part leads, to a large extent along the main road, so you will need a helmet and a lot of vigilance.



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/17

We start the trip in Jurgów next to the **wooden church**. We cross the DK49, heading towards Grocholów Potok. Practically right after the first (shorter) of today's two long uphill stretches begins. In the first part we save ourselves by looking in the direction of the nearby Tatra Mountains, then all we have to do is to climb through Wojtyczków Potok, then Grocholów Potok until the very crest of the ridge.



2

After 4.5 km and 200 m higher, at last we can view the first of the pearls which we have come here to see. An unparalleled **view of the Tatras¹** will accompany us up to the **Łapszanka Pass**. The lowering of the Białka valley between us and the wall of the Tatra Mountains only intensifies the impression of their elevation.

We continue riding along the ridge, suddenly entering Slovakia. The previously vast ridge becomes a narrow shelf with a chasm on the left. The narrow asphalt road winds between **high mountain pastures²**. Soon afterwards **views³** open up to the village of Osturňa in the valley. The lower part of this valley was granted to Poland in 1920; the historically cohesive land was divided here rather drastically by the state border.



3

On the last part of the descent to Osturňa we cannot do without brakes. Riding quickly, we come to the village; the route does not actually enter the village but only passes by it.



To quench our thirst we should go down about 1 km more where there is a shop and a bar. It is also worth going thereto see the **beautifully preserved wooden architecture**⁴.



4

After a whistle-stop tour of the village, we head up the Bystra stream valley. Initially passing through meadows, the road quickly invites us into the dense Magura forests leading always along the humming water of the stream. The uphill stretch is even and the green surroundings make the meters pass by a little faster.

After two sharp bends, the route leads us to open areas. Thus, we see how **unusual the place is**: at our feet the impenetrable greenery of the forests of the **Bystra Valley**⁵. In front of us a ragged ridge of the **Belianske Tatras**⁶ gradually reveals itself making the route a high-mountain one.



5

We continue further uphill, forgetting fatigue, finally reaching 1125 m above sea level. We get to the main road Podspady – Zdziar and... we are awestruck. In front of our eyes the wall of the Belianske Tatras in all their glory; from no other place do they look as powerful as from here.

When we've had a proper look, let's check the brakes, because the downhill stretch is steep and winding. We start along an unpleasant section of the busy 66 road towards the state border with Poland. After 3.5 km at the crossroads in Podspady we choose the road to the right. The next 3 km is a flat wide road to the border, further (another 3.5 km), unfortunately, it narrows again, down to the exit into the streets of Jurgów. There, along a secluded street along the Młynówka River, we come to the place where we started and where our trip ends.



6


SPD
TRK

43 km

650 m

AIMING HIGH

ROGOŹNIK – Maruszyna – **Gancarze road views** – Czerwienne – Ząb – **Furmanowa panorama** – **Gubałówka** – Butorowy – **Route Around the Tatras to Ciche-Zoki** – Ciche Dolne – **Domański Wierch Mountain views** – **ROGOŹNIK**

AIMING HIGH


Route length:	43 km	Asphalt:	43 km	Traffic free:	10 km
Uphill ride total:	650 m	Gravel:	0 km	Side roads:	19 km
Downhill ride total:	650 m	Terrain:	0 km	Main roads:	14 km



It's a fact that wishing to admire the views we have to climb the mountain. This route exploits this rule to the maximum: once we are on the ridge we stay on it as long as possible. And so: from the scenic village of Maruszyna through the scenic hamlet of Gancarze we go through the scenic Czerwienne and Ząb to the scenic Furmanowa and Gubałówka, to ride down the scenic Szeligowski Wierch Mountain to Ciche, to return from the scenic ridge of Domański Wierch to Rogoźnik. Is this a sufficient incentive?

The trail can be combined with: **01; 13; 14; 21; 24; 25**



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/18



We leave the car at the church car park in Rogoźnik and set off on the road towards Stare Bystre. After about 2 km, we turn into a small road following the road sign to Szeliłowka. The narrow asphalt road winds up a narrow valley leading us to the agricultural hamlet of Bukowa and further to the main road through **Maruszyna**².

The village is spread out on a long ridge, which makes it very scenic. However, we ride through it for less than a kilometre to get to the Gancarze estate, with **attractive views of the Tatra Mountains**³ ahead of us. The road that leads over the valleys is becoming steeper and steeper.

In Czerwiennie, we join the main road to Ząb. The ever-closer perspective of the Tatra Mountains compensates us a little for the unpleasant shifting of downhill and uphill stretches.

In Ząb itself, it is worth taking a side street to an interesting wooden church, from which there is a nice **panorama of the Tatra Mountains**⁴. At the crossroads with the road to Poronin, we ride straight ahead. The traffic thins out. After reaching the fork we choose the road to the right, and after a while we reach the wooden church on the left – the shrine of St. Brother Albert on Furmanowa. It is worth approaching the gravel road towards the Tatra Mountains. The **panorama from Furmanowa**⁵ it doesn't give way to the Gubałówka one, it also has the undoubted advantage of peace and quiet.



The next stretch may be busy, or even crowded in the summer, so let's be patient – after all, it's the **Gubałówka** Mountain. Depending on the time of day and year, we will cover the section faster or slower. After reaching the crossroads with the main road, we head right down towards Dzianisz.

4



After about 1 km, we bounce to the right while remaining on the ridge. After another 2 km, we pass a no-entry sign. It is worth stopping after a while not to miss the interesting **panorama of the Tatras** behind our backs. What awaits us now is a delightful section of the branch of the Route Around the Tatras – the **extraordinary views** from the Szeligowski Wierch Mountain remain in the memory for a long time: successive arms of the Gubałowski Range falling down to the

Nowotarska Basin, and behind it clearly dominated by the Babia Góra Peak. And as if remaining on the roof of the world, we reach the crossroads in Ciche-Zoki (before this, there is a comfortable **resting place with a view¹**).

We head north to leave the Route Around the Tatras in the hamlet of Mulice, and get quickly to Ratułów down the slope of the deep forest valley.

We continue down, passing through the old highlanders' cottages over and over again, we reach Ciche Dolne. We turn right at the roundabout, and not far afterwards we turn right again, along the route towards Stare Bystre.

5



Behind a shady passage under the Skalka Rock, where the road is squeezed between a high rock and the river, we turn left to go sharply up the hill to the **Domański Wierch Ridge⁶**.



The vast and almost flat ridge provides another great view today. We follow it to the east as far as the Sośnina Forest, after which we join the main route of the Route Around the Tatras. After less than 1.5 km, we reach Rogoźnik, where our trip ends.

6




SPD
TRK

REDISCOVERING PODHALE


PYZÓWKA  – **Route Around the Tatra views** – Dział – Pieniżkowice – Odrowąż – Podszkle – **downhill ride to Piekelnik views** – Załuczne views – Odrowąż Zagroda – Dział – **Droga Wierchowa views** – Krauszów ponds – Ludźmierz Shrine – **NOWY TARG** 


46 km

620 m

REDISCOVERING PODHALE

Route length:	46 km	Asphalt:	45 km	Traffic free:	8 km
Uphill ride total:	620 m	Gravel:	1 km	Side roads:	30 km
Downhill ride total:	730 m	Terrain:	0 km	Main roads:	8 km



Podhale is not only the soaring peaks of the Tatra Mountains, Zakopane, Białka or Bukowina or other tourist destinations. There are also less known villages, where life still goes on with the old rhythm, more peaceful. Little frequented roads, old houses, vast fields and meadows, interesting panoramas – we invite you to discover the less known face of Podhale.

NOTE! One way trip. Return by train.

The trail can be combined with: **05; 06; 10; 13; 20**



Detailed map, types of road, surfaces, trails, route in the app:
www.cestaokolotatier.eu/go/19

Pyzówka railway station – here the route which ends in Nowy Targ begins. One can travel comfortably between these places on regular train connections. From the station we leave for the village (note – the bicycle trail directs us to a gravel road but we can also continue on the asphalt, the roads meet after about 1 km). The Route Around the Tatras leads us to a side road, which seems to indicate worse surfaces, but it's not like that. On the asphalt bicycle path we enter a ravine, and behind it, there are only the vast **views of the magnificent Wierchowa Way²** – the former route leading across a long ridge to Krauszów Gardens. However, we leave it **earlier** – at the crossroads with the local road, next to a resting place, to the right in the direction of Dział, following the signs of the red hiking trail which will lead us to Pieniążkowice.



2



3

In Dział³, we follow the hiking trail on to a dirt road taking us above the village with wider and wider views of the peatlands and the Tatras in the background. Behind the top of the Działański Wierch Mountain, the asphalt ends and there is only a 1 km stretch of rocky gravel road.

In Pieniążkowice (no trail any more), we find the road to Odrowąż. After reaching the church, we head up to Bukowina-Osiedle – the uphill stretch is sometimes hard, but with **views⁴**.



In Orava's Bukowina-Osiedle, we feel as if we are on a plateau – the lowlands of the Basin are somewhere behind us. We follow the **road to Podzskle**⁵ which turns suddenly as if it were ending, and changes into a much narrower, asphalt road. In the centre of the village we turn towards Piekielnik and go down for another 4.5 km to the crossroads with the road to Załużne – this is our direction.



4

The stretch all the way to Odrowąż is both delightful and annoying – we are always accompanied by a **view of the vast Bory**¹ down to the right, but the road goes up and down in turns, not letting us get into the riding. In Odrowąż, we turn down to the right, passing successively through the deserted hamlets of Sołtystwo and Zagroda – in the latter the narrow road passes between farms.



5

We reach the DW958 and cut across it towards Dział after which we return to Droga Wierchowa Road at the place where we left it previously.

The section of the Wierchowa Way⁶ cutting across fields, astonishes us with its distant views, but also with its nearest surroundings – long strips of meadows and fields giving the gentle hills an original look. We reach Krauszów through which we follow the signs of cycling route 105 after Czarny Dunajec and then past the Krauszów ponds. At the crossroads with Jana Pawła II Street, we turn off the trail heading towards the **shrine in Ludźmierz**. An interesting event took place in this religious centre of Podhale in 1963, interpreted by many as a prophecy of Karol Wojtyła ascending to the throne of St Peter.

After the shrine, we continue on Zielona Street, then Słoneczna Street until the footbridge over the Black Dunajec River. We reach Ludźmierska Street and follow the sidewalk for 1.5 km as far as the railway track to turn into Kolejowa Street, where our trip ends at the railway station.



6


TRK
SPD


45 km



650 m



WHAT PLEASANT SOLITUDE

JABŁONKA – Zubrzyca Dolna – **road to Podwilk** views – Bukowiński Stream Valley – Podszkle – Bukowina-Osiedle – **downhill stretch to Odrowąż** – **Kubaki** – Podszkle – Dziezdicowa – **downhill stretch to Jabłonka** – **JABŁONKA**

WHAT PLEASANT SOLITUDE



Route length:	45 km	Asphalt:	40 km	Traffic free:	0 km
Uphill ride total:	650 m	Gravel:	5 km	Side roads:	39 km
Downhill ride total:	650 m	Terrain:	0 km	Main roads:	6 km



Orava is not a frequently chosen direction for bicycle journeys – wrongly so. This route shows how rich the landscape is in the land at the foot of the Babia Góra Peak: small secluded hamlets scattered among meadows and wooded hills, where not a single car will pass for a long time. In addition, we will get to know the surroundings of Odrowąż in Podhale, a scenic village stretching from Orava's mountains in the north to the edges of the endless peat bogs in the south.

The trail can be combined with: **13; 19**



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/20



We start from the church in Jablonka and follow the DW957 for over 3 km towards Zubrzyca (watch out for fast passing cars!). We are on the Polish slice of Orava, awarded to Poland after World War I. Not far after the “Nad Browarem” bus stop, we run left into a side street. After 1.5 km, we return to the main road, go down for 200 m and then turn eastwards into the route leading to Podwilk-Marszałkowa. The traffic is insignificant here and the **landscapes are abundant**¹, and the **panorama from the pass**² is impressive – vast, gently descending meadows and fields, dominated by the Babia Góra Mountain on the other side of the hill and the distant Tatras. A lonely road winds through the Orava countryside.



2

A gentle downhill stretch brings us to Podwilk. There, after 500 m on the sidewalk along the DK7, we turn into an asphalt road which then is made of gravel, through Pieronki and then we reach Podzskle, leading to the bottom of the Bukowiński Stream.



3

Unexpectedly, after the last buildings, the road becomes a wide gravel road³ leading across the forests around the stream. Constantly climbing, we ride (already on asphalt) through Podzskle and further on to Bukowina-Osiedle. This village is strange, situated as if it were on the roof of Orava but, at the same time, right next to its border with Podhale, on the Baltic and Black Sea watershed.



We turn into the road to Odrowąż, and a **long descent** begins⁴: initially uncomfortable and with holes, further on with nice views of the village and the vast forests (forest peat bogs) below. Next to the church we go further down to the Kubaki hamlet at the edge of the peat bogs. From Bukowina-Osiedle, we have travelled 6 km, losing 260 m height difference.



Riding along the main and only road we cross **secluded settlements among fields, meadows and forests**⁶, finally going back to the main road cutting through Odrowąż. We head in the direction of Załużne, where just after the first houses on the right, we turn into a small road to Podszkle. The uphill stretch among single houses, further through the forest is very steep in its final stage. It is worth stopping before entering the forest to admire the views below. The route leads us back in Podszkle. We go down towards the church and **200 m after it** (second crossroads) we turn on to a small road towards Studzianki.



There is a remarkable 7 km ride ahead of us – at first a 1.5 km ride up, then only downhill through the

forests and tiny hamlets, with **views**⁵ over the Babia Góra Mountain, the Orava-Nowy Targ Valley and the Tatra Mountains in the background. There are practically no cars.

As we approach Jabłonka, the car traffic intensifies. At the crossroads of Energetyków Street, which brought us down, from Jana Pawła II Street we head for the latter to leave near the church, where our trip ends.



SPD
TRK

SCALE IT AND SEE IT



BIAŁY DUNAJEC – Gliczarów Dolny – **Ściana Bukowina uphill** – Gliczarów Górny – **Matygówka panorama** – **downhill ride to Biały Dunajec** – **Bustryk uphill** – Ząb – **Rafaczówki panorama** – Ząb – Leszczyzny **downhill** – **BIAŁY DUNAJEC**



33 km



780 m



SCALE IT AND SEE IT

Route length:	33 km	Asphalt:	31 km	Traffic free:	0 km
Uphill ride total:	780 m	Gravel:	2 km	Side roads:	29 km
Downhill ride total:	780 m	Terrain:	0 km	Main roads:	4 km



Two long and demanding uphill stretches, two delightful panoramas of the Tatras still not very well known: in the hamlets of Matygówka and Rafaczówki. A trip for those skilled in long strenuous climbs. Long strenuous climbs also mean... long and fast descents, of course. We stay on side streets, where there is little traffic, so we can fully enjoy the charm of the route. Additionally, interesting old cottages in Gliczarów and the shrine in Furmanowa.



Detailed map, types of road, surfaces, trails, route in the app: www.cestaokolotatier.eu/go/21

We set off from the church in Biały Dunajec, following the signs of Velo Dunajec. After about 500 m, we turn into Gliczarowska Street – the road we will ride along through Gliczarów Dolny, then Gliczarów Górny until the first of today’s two great panoramas.



2

The road leads through the valley of the Gliczarowski Stream. In the lower part we pass **many historic old wooden cottages**. After 3.5 km, the uphill stretch changes clearly into a steeper one – the following 1.5 km section is now called the Bukovina Wall: more or less for every 100 m of the route there is a 10 m difference in height.



3

After all this effort we leave in Gliczarów Górny, **views of the Tatra Mountains^{2,6}** are revealed. We go down to the Matygówka hamlet where, after 500 m the asphalt gives way to a stony gravel road. With such **wonderful views¹** we can happily get off and walk with our bikes.

In Matygówka we find a place to contemplate the view and, after a rest, go back to the crossroads on the asphalt main road.

We follow the signs in the direction of Jurzyste / Biały Dunajec. There is a 4 km **downhill stretch³**, and the difference in altitude is 270 m.



We reach the signs of the Velo Dunajec route which we ride for about 500 m southwards to the Zakopianka road. We follow it to the right, over the river and immediately after the bridge turn left into a narrow road leading along Biały Dunajec. At the fork, some 300 m after the railway crossing, we choose a small road between the buildings.

This recently laid asphalt is the **beautiful road to Bustryk⁴**. It leads through a green valley, among meadows and fields. With the ascent, the views of the Tatra Mountains on our left start to reveal themselves. In its final section the route is very steep and leads us among the village buildings. We reach the road Bańska – Ząb, then head towards the Tatra Mountains to reach, after about 3 km, a fork in Eliaszkówka. We turn left –to Rafaczówki where, after 1 km, we find a comfortable place to contemplate the **views⁷**.

On the way back, at the same fork, we can still try the left turn, to go down the bicycle track next to the nearby shrine in **Furmanowa**, then take a dirt trail where we can admire **another panorama of the Tatra Mountains**. We go back on the road towards Bustryk, and continue on to Leszczyny. There are interesting views to the north.

We turn to Leszczyny. It is worth checking the brakes here: 300 m height difference during 4 km of the ride. On the way, it is worth looking at **the Tatras on our right⁵**. The descent from Leszczyny provides a lot of fun, leading through a scenic, almost open ridge.

We leave the route almost opposite the parish church where our route ends.



4



5



6



7


SPD
TRK

38 km

760 m


THESE VIEWS ARE WORTH A CLIMB

TRYBSZ – Czarna Góra – Bukowina Tatrzańska – **Rusiński Wierch Mountain views** – **Szymkówka panorama** – Brzegi – Jurgów – uphill stretch to Grocholów Potok – **Łapszanka Pass** – Łapszanka – Łapsze Wyżne – **Trybska Pass** – **TRYBSZ**

THESE VIEWS ARE WORTH A CLIMB


Route length:	38 km	Asphalt:	38 km	Traffic free:	0 km
Uphill ride total:	760 m	Gravel:	0 km	Side roads:	26 km
Downhill ride total:	760 m	Terrain:	0 km	Main roads:	12 km

A route for seasoned cyclists. In fact, there is no longer flat stretch there – either we keep climbing uphill strenuously or go downhill quickly to... start another climb. The rewards for this high-altitude “rollercoaster” are wonderful panoramas: in Czarna Góra, near Głodówka, from the Łapszanka Pass. Unfortunately, due to the popularity of these sites, we cannot avoid riding on busy roads. Luckily, however, there is no shortage of quiet roads and quite places, where there is silence interrupted only by the whisper of leaves or the murmur of a stream.



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/22



We start the trip in Trybsz, on a small car park above the historic **wooden church of St. Elizabeth²**. We head towards Czarna Góra, along an uphill stretch which will be the introduction to the next, more difficult ones.

After 3.5 km and 150 m higher, we reach the pass. From here, we can take the road to the right towards the cross and the vantage point on the Litwinka Mountain (ca. 1 km). We ride on straight ahead **with the wall of the Tatras in front of our eyes³**, during a quick descent as far as the Białka River which is the border between the Spisz and Podhale regions.

Over the bridge, we reach the other bank and on the roundabout we head along the DW960 towards the centre of Białka. After 1 km, we turn left into Wierch Rusiński Street; in front of us there is a tedious uphill stretch. A moment later, the views

of the Tatra Mountains sweeten our hardships somewhat. We head up, patiently traversing the slopes of the mountain, to finally leave at the Kurucowy Wierch Mountain, where we meet the road from Leśnica.

We go left, where only a short stretch remains. On the Wierch Olczanski Mountain we reach the main ridge and a **wonderful panorama of the Tatra Mountains** opens up in front of us: the loftiness of the mountains is enhanced by the Poroniec River valley in front of us. We head south, reaching the DW961. We continue along it for 1 km, until the descent to Brzegi (left). Before we go there,



2



3



let's ride up a few hundred meters straight ahead to admire the **extraordinary panorama of the Tatra Mountains¹** from the Szymkówka glade.

Before the next section, it is worth checking the brakes. A fast, almost 4 km downhill ride back to the shores of Białka awaits us, with 210 m difference in altitude. In Brzegi we pass several interesting wooden cottages, and attractive views on the right, but it is better to just concentrate on the ride.

There's just no telling when we got from the world of guesthouses and ubiquitous tourism back to the peaceful Spisz-Podhale borderland. After the bridge, just after the lively water of the Młynówka River, we turn left, then we drive along small paths of drowsy Jurgów, once one of the more industrialised villages of Spisz.

4



We ride towards the road to Rzepiska, it is worth, after a few hundred meters, seeing a small **17th century wooden church⁴**.

The route to Grocholów Potok is another example of a ruthless approach to road construction; over 4.5 km of uphill stretches will squeeze out the last of our sweat. Unfortunately, apart from side views in the initial phase, there is nothing to focus on – only the asphalt that maliciously resists our wheels.

5



But these hardships are rewarded. Reaching Grocholów Potok we begin to understand what it was all for: the section to the Łapszanka Pass more than compensates us for the

hardships of the uphill stretch. The **extraordinary panorama of the Tatras⁵**, with the dominant frayed ridge of the Belianske Tatras, remains in the memory for a long time. We reach the characteristic shrine on the Łapszanka Pass. After saying goodbye to the view, we ride downhill for over 7 km.

After reaching Łapsze Wyzne, we immediately turn left on the road to Trybsz with before us the last, harmless uphill stretch to the **Trybska Pass⁶**, located among meadows and fields. From there, first among fields and wilderness, then through the village we go down to the church in Trybsz, where our trip ends.

6




SPD
TRK

LOST IN TIME, LOST IN THE WOODS

NIEDZICA – Łapsze Niżne – Potok Street – **Route Around the Tatras to Kacwin** – Kacwin – Velká Franková – **Osturňa-wooden buildings** – **Bystra Stream Valley** – **Belianske Tatras panorama** – Osturňa – Kacwin – **NIEDZICA**


47 km

710 m

LOST IN TIME, LOST IN THE WOODS

Route length:	47 km	Asphalt:	45 km	Traffic free:	23 km
Uphill ride total:	710 m	Gravel:	2 km	Side roads:	21 km
Downhill ride total:	710 m	Terrain:	0 km	Main roads:	3 km



An unobvious route from the “obvious” Niedzica. So close, just beyond the border, there is a land still waiting to be discovered, where time goes much slower and where we can find Lemko people from the Tatra Foothills and their traditional wooden architecture. And behind their unusual village – a road winding along the stream through the forest valley in the Tatra Foothills, though still bearing Magura range characteristics, to one of the most beautiful panoramas of the Belianske Tatras. The only route “back and forth” in the guidebook – fully consciously and deservedly, because it is an extraordinary route.



Detailed map, types of road, surfaces, trails, route in the app:
www.cestaokolotatier.eu/go/23

We leave the car near the church in Niedzica (not to be confused with Niedzica-Zamek (Castle!)) and head south. After less than 1 km, at the fork, we choose the road to Łapsze and continue for almost 2 km until the crossroads with Potok Street, into which we turn. The route leads through the floor of a secluded valley, after another 2 km we see signs of the Route Around the Tatras – from now on we follow them.



2

The valley narrows and the Route turns 90° to the left, crosses the stream and climbs ambitiously in steep bends. This uphill stretch, after the lazy ride on the valley floor, can be difficult for some people. Fortunately, it is not very long, and the extraordinary **landscapes of mountain pastures**² that open up in front of us make us forget about fatigue. Among the **gentle grassy hills**, we reach the slopes of Jakubia Góra and Howyza hills and the picturesque shrine of Our Lady of the Snows.

After this, along a steep downhill stretch, we quickly get to the centre of Kacwin – from the present point of view, a village located at the end of the world, but historically and geographically somewhere in the middle of the valley between Niedzica and Wielka Frankowa. Despite its historical coherence, the valley was divided by the state border in 1924. Our route leads to the mountain pass shielding it from the top.

In Kacwin, we follow the signs of Route Around the Tatras, constantly climbing slightly. After the last buildings, we enter an agricultural land-



3



scape, along a relatively good gravel road³ (a road bike would manage) and we reach the state border, over the deep valley of the Kacwinka River. Having crossed the border, along new asphalt for a while, then concrete slabs next to an agricultural cooperative, we continue down to a road with vehicle traffic, on to which we turn right. Through the valley between the fairly *steep* slopes of the Spišská Magura range, we reach the buildings of Osturňa.

Osturňa⁴ is a peculiar village, the westernmost settlement of Orthodox Lemkos (Ruthenians). We can find here the Orthodox Church of Michael the Archangel and, above all, several dozen traditional, well-preserved wooden cottages, currently protected within a reserve.

We keep going up the village (one small shop and a bar on the way) until we come to a fork. We go left and, after a few hundred meters, the

buildings give way to nature – this is the valley of the Bystra stream. The route leads along a pleasant **road through mixed forest¹**, along the stream. It grows steeper further on, but after the second sharp bend we forget about fatigue, as a unique landscape opens up before our eyes: a **forested valley below⁵** and in front of us a hilltop ridge of the Belianske Tatras. Among the **truly mountainous surroundings⁶**, we reach the highest point at about 1150 m above sea level, next to the crossing of hiking trails. It is worthwhile to ride several hundred meters more, park the bike and descend to the vast alpine meadow located on the left, to admire the impressive panorama of the Belianske Tatras. The way back? It's easy – all the way back to Kacwin along the same route, though now with different views. In Kacwin, we follow the main road (not the Route Around the Tatras) 4 km to Niedzica, where our trip ends.



4



5



6




SPD
TRK


46 km



810 m


THE STEEPER THE BETTER

ROGOŹNIK – Stare Bystre – Maruszyna Górna – **Gancarze** – Czerwienne – **Bachledówka** – Ratułów Górny – Mulice – Ciche-Zoki – Dzianisz Gruszki – Dzianisz – **Ostrysz** – Ciche Górne – Ciche Dolne – **Domański Wierch Ridge** – **ROGOŹNIK**

THE STEEPER THE BETTER



Route length:	46 km	Asphalt:	46 km	Traffic free:	12 km
Uphill ride total:	810 m	Gravel:	0 km	Side roads:	28 km
Downhill ride total:	810 m	Terrain:	0 km	Main roads:	6 km



This trip proves that even in the middle of the Podhale region we can find secluded routes. It leads through long mountainous stretches, letting us take a break from the hustle and bustle of daily life. A few difficult uphill stretches will surely make us sweat, but these efforts will be abundantly rewarded with landscapes and fast descents. The trip is a bit difficult in terms of orientation as it leads along tertiary roads, so it is useful to have a good map.



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/24



We leave the car at the church car park in Rogoźnik and start along the main route of the Route Around the Tatras. After 1.5 km, we take a gentle turn to the left (next to the inn), then at the crossroads before the forest, we turn left again on to the road going down to Stare Bystre.

We climb southwards for only 700 m before turning left in the direction of the Szeligówka housing estate. The next 2.5 km is an uncomfortable, uneven uphill stretch through a **geologically interesting valley** as far as the housing estates of Bukowa and Górna Maruszyna. The landscape is not by chance reminiscent of the Pieniny Mountains – the surroundings are rather Pieniny-like, the westernmost rocks having this characteristic shape. The final steep straight stretch brings us to the ridge of Maruszyna where we go left, and, after less than 1 km, we turn sharply right.

We ride through the **scenic Gancarze road**, where vast meadows slowly give way to buildings. In the distance you can see the peaks of the Tatras. A pleasant downhill ride turns into quite a tedious uphill stretch, which leads us to Czerwienne. We head towards the Tatra Mountains. After the nearby peak, we start to descend again; 350 m after the crossroads with the main road we turn right towards the characterful **church in Bachledówka** which is already visible.



2



3



From the scenic hill, we continue to the south, again to the main road from which, after a while (200 m), we veer to the right along a narrower route to Szczurówki. We go down along a recently asphalted road³ to Ratułów Górny. The village is known in Podhale for its numerous carpenters and joiners. We continue down the Bystry stream, along the road towards Ciche.

After 1.5 km from the crossroads with the main road, after passing a shady forest on the left, we reach the signpost 'Do Muliców' and turn left. After a short descent, over the bridge a difficult and 2 km long uphill stretch begins. It may be necessary to dismount from the bike and walk with it. We sneak through the scattered buildings of the Mulice hamlet to finally reach the scenic ridge. The **views of the Tatra Mountains⁴** are revealed, but also to the west and north-west is the **lofty silhouette of the Babia Góra Peak**.

4



Continuing southwards, we notice the first buildings – this is the hamlet of Ciche-Zoki; however, we head left at the crossroads, following the signs of the Route Around the Tatras for 4 km.

5



Continuing along the ridge through the vast Szeligowski Wierch Mountain, we can admire distant mountain landscapes, riding among **calm meadows and fields^{2,5}**.

At the crossroads after the first buildings, we see the signs of the red hiking trail and turn right to follow them on to the road that leads us to the road down Dzianisz.

But let's ride carefully, because after 2.5 km, after the school, we will turn into a partly-hidden narrow road in the direction of Cichy Ostrysz. The uphill stretch is unpleasant, steep but pleasant views save us. It is impossible not to stop for a moment on the pass – the buildings are down below and we have escaped again into green landscapes.

There is a **steep downhill stretch now along a narrow trail¹** which takes us to Ciche, in twists and turns, and then we continue along a gentle trail downhill, alongside old farm buildings. At the end of the road, we head to the right. At the crossroads by the elementary school we go straight ahead (on to a road with no right of way) to finally reach the road to Czarny Dunajec (constantly on asphalt), where we turn left and upwards at the same time.

We go up the ridge in bends to a junction with a bicycle path which we turn on to. Here begins a feast for view lovers – the trail on the Domański Wierch Mountain. The ridge, which is gentle and almost flat, offers a wonderful panorama on all sides, being itself a pleasant place where there is silence, greenery and lazy, grazing cows. Riding steadily and unhurriedly along the Route Around the Tatras, we finally reach the Sośnina forest: we follow the path straight ahead to join the main trail of the Route leading to Nowy Targ. Earlier, however, it will take us to Rogoźnik, where our trip ends.




SPD
TRK
BECAUSE CLIMBING IS BEST


ROGOŹNIK – Stare Bystre – Maruszyna Górna – **Gancarze** – Czerwienne – **Bachledówka** – Ratułów Górny – Mulice – Ciche-Zoki – Dzianisz Gruszki – Dzianisz – **Ostrysz** – Ciche Górne – Ciche Dolne – **Domański Wierch Ridge** – **ROGOŹNIK**


55 km

1180 m

BECAUSE CLIMBING IS BEST

Route length:	55 km	Asphalt:	55 km	Traffic free:	3 km
Uphill ride total:	1180 m	Gravel:	0 km	Side roads:	44 km
Downhill ride total:	1180 m	Terrain:	0 km	Main roads:	8 km



A route for those who are allergic to flat roads. It is a series of steep, uphill stretches and fast descents. It leads along picturesque and little-frequented roads between Biały Dunajec and the northern branches of the Gubałowskie Range. If you feel like facing the Tatra Foothills for cyclists in a really challenging way, this route is for you.



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/25



We start the trip on the market square in Szaflary the first kilometres of which will allow us to warm up before the further, more difficult part of it. We start on Suskiego Street towards Nowy Targ. After a while (150 m) we pass a self-service shop and **enter the Route Around the Tatras** leaving its fence on our left. The path leads us to the footbridge over the Biały Dunajec River. After descending from this bridge, we head right and in a while come across a bicycle path on to which we turn (left). It leads us to the Zakopianka road. We cross it and continue straight on Orkana Street towards Maruszyna.



2

We go straight along Jana Pawła II Street for another 3 km. The surroundings of Maruszyna are located on the Pieniny rocks, hence the uphill stretch is significant. We approach the church. The road leads along a ridge, so the **views** both to the north and south are interesting.

We continue along the main road which now changes its direction to the south, we ride along the scenic **Gancarze**¹ road, first downhill and then more and more uphill until the top in the hamlet of Budze.

From here, we go further southwards on the main road to immediately turn right to **Bachle-dówka** (church, views). From the church, invariably to the south, we enter the main road to almost immediately turn right to Szczurówki². A quick descent brings us to Ratułów Górny; we continue down the valley.



3



After 1.5 km, and after having passed a little forest on the left, we see the signpost 'Do Muliców' – we turn left downhill, and after a while we climb up the slope of a deep forested gully until we reach the hamlet, and further on until we reach a ridge. Here the **vast views** open up, with the Tatras and the Babia Góra Peak. We follow the signs of the Route Around the Tatras towards the Gubałówka Mountain, passing on the right scattered buildings of Ciche-Zoki.



4

The Route leads us along an exceptionally **scenic ridge**³ of the Szeligowski and the Gruszków Wierch Mountains. After 4.5 km from the crossroads in Zoki and after passing the first buildings, we reach the junction with the road to Nowe Bystre, through the hamlet of Kule. We turn into it and in front of us there is a steep descent.

We go all the way down to the main road, where we turn right sharply to go up to Ząb. At the main crossroads in the village we choose the road to the left, to the north.

We continue as far as Bustrzyk, where we turn right, riding then along a scenic branch of the ridge; on our right we see the dense Las pod Bustrzyk forest. At the end of the buildings, the road leads to the right to take us down to Biały Dunajec on a **long steep traverse**⁴. On the main road (Zakopianka), we cross the river and immediately turn left, from now on going northwards following the signs of Velo Dunajec. From the route, we turn off after 1 km to return to the **left bank of the Biały Dunajec River**⁵, visible from the road, by a footbridge. We continue north on Jana Pawła II Street, turn left after the church, after a while we cross Zakopianka and the railway tracks. We go along Za Torem Street, and the last uphill stretch before us today – to Leszczyny.



5

The road is mercilessly steep, especially in its first part, then the uphill stretch is a little easier. After reaching the ridge we can admire the **magnificent panorama of the Tatra Mountains**⁶ enclosed within the Gubałowskie and Gliczarowski Ranges. Among buildings, we reach the main road and head north. In



6

Bańska Wyżna, we turn left just before a school complex, in Pitoniówka Street. A steep and winding descent brings us back to the main road, along which we continue to Bańska Niżna and Szaflary, covering on the way a small but unpleasant uphill stretch under the characteristic peak of Ranisberg. From the crossroads under this mountain we return along the same route that brought us here from the market square in Szaflary.




SPD
TRK

33 km

360 m
**THE TOWNS AND VIEWS
 OF THE SLOVAK SPIŠ**

THE TOWNS AND VIEWS OF THE SLOVAK SPIŠ

SPIŠSKÁ BELÁ 🚆 – Strážky manor house – Route Around the Tatras along the Poprad River bank – Kežmarok old town – Route Around the Tatras between Kežmarok a Vrbov views – Žakovce – views of the Tatras – Hozelec – Poprad old town – **POPRAD-TATRAS** 🚆



Route length:	33 km	Asphalt:	31 km	Traffic free:	12 km
Uphill ride total:	360 m	Gravel:	2 km	Side roads:	18 km
Downhill ride total:	280 m	Terrain:	0 km	Main roads:	3 km

The trip reveals the unusual charm of the Poprad Valley in Spiš between Spišská Belá and Poprad, its centuries-old towns, with their complicated multinational history and interesting monuments, as well as the impressive spaces of the Vrbov Plateau, as if taken out of another land, all guarded by the wall of the Tatra Mountains constantly present in the distance. An extraordinary journey for all the senses, not requiring great physical vigour.

NOTE! One way trip. Return by train.

The trail can be combined with: **SK.02; SK.03; SK.04; SK.05**



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/sk01



We leave the station “Spišská Belá Zastávka” to which we will return to at the end by train, from Poprad. We go to the **historical centre of the town**. Its original layout, typical of Spiš (linear-spindle-shaped, with a longitudinal main square in the middle), was lost here through the development of the square between Hviezdoslavova and Slnecná Streets. We ride past the cemetery – finding graves there with inscriptions in Slovak, German and Hungarian. Spišská Belá is famous for its *borovička*, a traditional juniper vodka produced here.



2

From Spišská Belá, along a scenic downhill stretch, we reach Strážky, past a charming **English-style riverside garden**, covering the area of the Renaissance **Manor House in Strážky**² (now with a museum, art gallery and a café inside). We continue along the Poprad River, ride over a suspension bridge³ to the other bank and, passing old industrial buildings, we reach the centre of Kežmarok.

Kežmarok deserves at least a longer walk – the section from the castle to the Evangelical churches is worth walking. The **castle in Kežmarok**⁴ now houses a museum of the town’s history, where Beata Ľaska, considered the first Tatra tourist, lived. It’s worth visiting at least four historic churches: the Catholic church of the **Holy Cross** (15th century) and the church of Virgin Mary (18th century) and the Evangelical ones: the **old articular**



3



church made of wood (18th century, UNESCO) and an original neo-Byzantine **new** (19th century) **church** whose crypt houses the mausoleum of Imrich Thököly, a person important in Hungarian history. The area between these monuments is a charming historic old town, encouraging us to sit down for a coffee before continuing the trip.

After leaving Kežmarok, one of the most beautiful sections of the Route Around the Tatras awaits us. **The cycling route to Vrbov¹** goes up the gentle

4



ridge of Závadka and Ostrá Skala in the Vrbov Foothills region. A wonderful ride awaits us along the Route leading among boundless spaces, meadows and fields, with the Tatra Mountains seen unclearly in the distance. We reach Vrbov, another of the historic Spiš towns. It was one of the 16 Spiš towns which, between 1412 and 1769, were under the rule of Polish kings and one of the many Spiš towns near the Tatra Mountains where, from the 13th century until the end of World War II, there lived a large Saxon (German) minority which we will notice visiting the local cemetery⁵. The town has thermal swimming pools.

5



From Vrbov, along a local road, we go to small Žakovce, hidden from the world, behind which we return to the impressive **hilly landscape of endless meadows and fields⁶**. We drive along the edge of the Poprad waste dump, not far

behind it, reaching the agricultural hamlet of Úsvit, behind which the last part of the scenic feast awaits us. We finish it in Hozelec, where we enter the busy main road which, after a 2 km ride along a wide sideroad, leads us to the crossroads with Levočská Street which we take to reach the **market square in Poprad**.

From there, we head for the railway station to go back to Spišská Belá by train.

6





FROM THE TATRAS DOWN THE POPRAD RIVER



ŠTRBSKÉ PLESO – Cesta Slobody **views** – Tatranská Polianka – downhill ride to Gerlachov – Batizovce – **Svit Bata houses** – **Route Around the Tatras along the Poprad River banks** – Poprad old town – Spišská Sobota old town – **POPRAD-TATRAS**

SPD
TRK



38 km



120 m



FROM THE TATRAS DOWN
THE POPRAD RIVER

Route length:	38 km	Asphalt:	38 km	Traffic free:	10 km
Uphill ride total:	120 m	Gravel:	0 km	Side roads:	16 km
Downhill ride total:	770 m	Terrain:	0 km	Main roads:	12 km

The vicinity of Kežmarok and Spišská Belá is a wonderful lesson in the history of Spiš – region where seven nationalities have lived together for centuries. Outside these towns, the route allows us to get to know an interesting natural area between them and the foot of the Tatra Mountains – an area of vast fields and secluded forests, where you can enjoy the silence. There will also be beautiful views of the Tatra Mountains which, although distant, look really wonderful here.

PLEASE NOTE! One way trip. Return by train.



Detailed map, types of road, surfaces, trails, route in the app:
www.cestaokolotatier.eu/go/sk02

When we get to Štrbské Pleso station (whether by car or train), we first go to have a quick look at the place: Lake **Štrbské Pleso**¹ itself. Beautifully situated in the midst of forests, with the Tatra Mountains rising above, it makes a great impression. However, the westernmost village of the Tatra “chain” does not belong to Spiš; historically it is a part of Liptov, which ends on a ridge east of the Lake. In its surroundings we can find interesting historical buildings from the turn of the 19th and 20th centuries, which we can also notice in most of the villages situated along the Tatra *električka* (electric train).

From Štrbské Pleso, we go into the Poprad River valley along which we will be going downwards almost to the end of the route. We reach the **Cesta Slobody (Road of Freedom)** and continue to Tatranská Polianka, where, after passing the railway station, we turn right towards Gerlachov.

At this bend it is worth checking the brakes, because the **descent** is very fast and a rather uneven. At the expense of speed it's worthwhile stopping a few times to admire the **beautiful panorama of the Tatras**² with the Gerlachovský štít towering above it. The view in front of us is only slightly less breath-taking - the delightful mountain surroundings of the Popradská kotlina from Nízke Tatry.

We pass Gerlachov, and then Batizovce to reach the railway tracks and the main road 18, after riding over the motorway. There, along a pavement, we ride for 700 m and then reach **Svit (dawn)**³. The romantic name of the town has a mundane origin – it is an abbreviation of the Slovak Viscose Factory (Slovenská viskózová továreň). It was established before the Second World War on the meadows there as a combined factory and residential complex.



2



3



After reaching the Poprad River, we head to the east along the Route Around the Tatras **on a riverside path**⁴ which we will follow for another 7 km. The Route leads largely through open terrain, providing us with a comprehensive positive visual experience.

The path takes us nearly to the centre of Poprad. **This historic old town**⁵ with its pleasant townhouses, is worth looking at; it also is worth looking inside of the Gothic (13th century) church of St. Giles (Egidio in Slovak).

From the market square, we return to the Poprad River to reach an unusual place by the waterfront and side streets: the **old Town of Spišská Sobota**⁶ is a beautifully preserved example of medieval architecture, with the **Gothic church of St. George and burgher houses** with characteristic pointed roofs. Today's town of Poprad is in fact several smaller towns and it was Sobota that was the most important until the creation of the Bogumin-sko-Košice railway (in the second half of the 19th century). From Sobota we are led out of Brokoffova Street; on it we can enjoy for the last time today a **wonderful panorama of the Tatra Mountains**⁷ over the boundless fields and meadows. From here, along Kráľa and Železničná Streets, through the **market square of Velká**, we reach the station in Poprad.



4



5



6



7




SPD
TRK

37 km

360 m
ABOVE SPIŠSKÁ BELÁ AND KEŽMAROK

ABOVE SPIŠSKÁ BELÁ AND KEŽMAROK



SPIŠSKÁ BELÁ – Route Around the Tatras – Tatranská Kotlina
 – Kežmarské Žľaby – **forest road to Mlynčeky** – Mlynčeky
 – **Kežmarok** – Route Around the Tatras along the Poprad
 River – **Strážky** park and manor house – **SPIŠSKÁ BELÁ**



Route length:	37 km	Asphalt:	35 km	Traffic free:	20 km
Uphill ride total:	360 m	Gravel:	2 km	Side roads:	12 km
Downhill ride total:	360 m	Terrain:	0 km	Main roads:	5 km



The vicinity of Kežmarok and Spišská Belá is a wonderful lesson in the history of Spiš – region where seven nationalities have lived together for centuries. Outside these towns, the route allows us to get to know an interesting natural area between them and the foot of the Tatra Mountains – an area of vast fields and secluded forests, where you can enjoy the silence. There will also be beautiful views of the Tatra Mountains which, although distant, look really wonderful here.



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/sk03



We park the car next to the Spišská Belá cemetery. A short visit to the cemetery allows us to understand how many nationalities used to live in the Spiš region – we will find tombstones in Hungarian, German and Slovak. We reach the main crossroads in the city via SNP Street. The route leads further to the left, along Zimná Street, but it is worth turning right, even if for a moment, to the **former old town**², now enclosed and a bit distorted by more recent developments between Slnična and Hviezdoslavova Streets.



2

We head northwards along Zimná Street. After 1 km, we join a **cycling trail of the Route Around the Tatras**¹ which we will follow for the next 9 km as far as Tatranská Kotlina. It leads along vast, almost level fields, rising very gently.



3

After reaching the crossroads with cesta Slobody street, (signposts to Smokowce), we turn into this road.

The next 4 km we pedal patiently along the side of quite a busy road up to Kežmarské Žľaby the climb is steeper than the one from Belá.

Reaching the hamlet on the right means that the almost 14-kilometre uphill stretch is finally over. To the left, a blue bicycle route (forest road – **lesná cesta** away from the traffic) turns into the forest, and we go there. The section in front of us is a pleasant compensation for previous hardships: **6 km of a downhill stretch in the forest**³ We go down almost effortlessly, surrounded by greenery. It is worth turning around at least once to see the Tatra peaks through the greenery tunnel.





At the end of the forest, we arrive in the village of Mlyňččky through which we pass along the main road, finally reaching the route leading further to Kežmarok (all the time on the blue bicycle trail). Around us, there is almost a completely flat **landscape of fields**⁴ of the southern foot of the Tatras.

After the railway track we go to road 66. For lack of an alternative, we turn right and at the nearest junction turn left into Nižná brána Street. After the petrol station, turn slightly to the right into Garbiarská Street, following Route 66 into Záhradná and Nabrežná streets, leading along the Poprad River. Approaching the footbridge, we turn left into Vyšný mlyn, follow it as far as Route 66, to Mučeníkov Street, into which we turn left. From now on, just straight ahead!

In front of us, there is a passage through the **most interesting historical area of Kežmarok** – the wooden Evangelical Church (UNESCO), the Neo-Byzantine new Evangelical Church, then Hviezdoslavova Street leading along pretty townhouses with the Town Hall (Radnica), the Paulite Church and finally the medieval **castle**⁵. It is worth spending at least two hours getting to know the old town of Kežmarok; walk through the streets or just sit down for a coffee somewhere. From the castle, we will follow the signs of the Route Around the Tatras to Spišská Belá. It takes us to the old industrial suburbs, and further along the Poprad River under Jeruzalemský vrch.

Along an original hanging **footbridge**⁶, we come to the other side of the river and ride along it for about 1.5 km, reaching the gates of the **park at the manor house in Strážky**⁷. The Gothic-Renaissance building today guards a secluded English garden through which we pass pleasantly.

Not far after it, the route moves away from the river and goes under the 66. A long straight stretch goes up above the buildings of the village of Strážky and, after an arch to the right, we leave on the pavement of the 66 which we follow further. Already within the town limits of Spišská Belá, as a street SNP leads us to the Spišská Belá cemetery, where our trip ends.





WHERE MOUNTAINS MEET THE HORIZON



POPRAD – Úsvit views of fields and the Tatras – Žakovce – **Huncovce** – Veľká Lomnica – **Road to Stará Lesná** – Tatranská Lesná – Smokovec – Nová Lesná – Veľký Slavkov – **Spišská Sobota old town** – **POPRAD**

SPD
TRK



45 km



510 m



WHERE MOUNTAINS MEET
THE HORIZON

Route length:	45 km	Asphalt:	45 km	Traffic free:	4 km
Uphill ride total:	510 m	Gravel:	0 km	Boczne drogi	34 km
Downhill ride total:	510 m	Terrain:	0 km	Main roads:	7 km



The tour reveals the unimaginable enormity of the space between Cesta Slobody Street and the Levoča Mountains, dotted with centuries-old Spiš towns. The endless fields do not resemble narrow Tatra Foothill strips, and the gentle, almost flat southern foothills of the Tatra Mountains bring to mind the Asian steppes rather than the sub-Tatra area. Who is hungry for silence, wind and distant horizons? The one on a bike and on the road!



Detailed map, types of road, surfaces, trails, route in the app:
www.cestaokolotatier.eu/go/sk04



We set off from the Poprad **market square** to the east, entering Levočská Street at its end, to the right. This former route to Levoča takes us out of town beyond the railway tracks, and there are potholes but it is shaded by old trees. We reach the main road 18 along which we continue straight ahead, passing to its right-hand side. Poprad stays behind us.

It is necessary to go through the hardship of the next 2 km to reach the unforgettable area around Hozelec. After passing the signs informing us about the entrance to the village, at the first crossroads we ride to the left, into either Hlavna or Športova Streets (they become one street after the village) and continue until the end of the village and further, above it.

As the road rises slightly, **unusual views**² of vast fields, extensive hills of the Levoča Mountains and the Tatras in the background are revealed.

Among such landscapes we will pedal for the next few kilometres. Riding constantly on good asphalt, after 2 km from the village we ride under the motorway and reach the agricultural **hamlet of Úsvit**³. Sticking to the main road we travel further, to the forest on the left and the fence of the waste dump in Poprad on the right. A quick descent, a sharp turn to the right, then an uphill stretch, and we are back among the remarkable **countryside landscapes**⁴, riding along the road to Žakovce.



2



3



We sneak through the village reaching the road to Huncovce⁵, where we turn left. The surrounding area brings to mind the endless stepes.

The road leads us to route 66, into which we turn left and continue for 1 km to turn right into Jilemnického Street, already in Velká Lomnica, after Poprad, next to the church. This street, then Skalnatá Street, take us to the main road to the Tatra Mountains; however, we continue **straight ahead** and after crossing the railway tracks we start a long, gentle uphill stretch of the old track, through Stará Lesná up to the Tatras.

The road leads again through **endless fields**, with the Tatras far in the distance¹. Finally, after 7 km, having crossed the tracks of the Tatra *električka*, we reach Cesta Slobody (537) road into which we turn to the left. We have just over 2 km of riding, along the roadside by the forest, with partial views of the characterful ridge of Slavkovský Nos.

Just behind the Horný Smokovec signs we reach a crossroads where we turn left, leaving the railway station on the right. At this point it is worth stopping to look at the Tatras, because it will be hard to do so along the next stretch.

Ahead of us, there is an **excellent, speedy ride down** through Dolný Smokovec and Nová Lesná, down to Veľký Slavkov. After it, holding to the main road, among the fields we pass over the motorway and a moment later across the railway tracks.

A few dozen meters after them, opposite the cemetery, we turn left into an unkept road. It leads along a **scenic ridge**: on the left the Tatra Mountains behind the endless fields, on the right the Poprad River and its valley. This 2 km long straight road leads us to the crossroads with Slavkovskaya Street, which we enter into the **historical old town of Spišská Sobota**⁶. The wonderfully renovated medieval market square, with the church of St. George and a separate bell tower crowned with the parapet typical of the Spiš region, 16th and 17th century bourgeois houses, give an idea of the town's former glory and importance.

From the market square, we go along the alleyway of Velická Street (starts inside a gate!), turn left before the cemetery into Jesenského, then left into the narrow Vagonarská Street then in Němcovej and Športová Streets until we reach the banks of the Poprad River (where in doubt, always do down until the river and then along the river to the old town in Poprad). We ride on along the cycling path until the junction with 1 mája Street which takes us to the market square in Poprad where our trip ends.



4



5



6




**SPD
TRK**

43 km

320 m

THROUGH FIELDS AND FORESTS



ŠTRBSKÉ PLESO  – Štrba – **Šuňava field landscapes** –
Lučivná – **Lopušná dolina forests** – Spišská Teplica – **Poprad**
old town – **POPRAD** 

THROUGH FIELDS AND FORESTS


Route length:	43 km	Asphalt:	43 km	Traffic free:	9 km
Uphill ride total:	320 m	Gravel:	0 km	Side roads:	23 km
Downhill ride total:	970 m	Terrain:	0 km	Main roads:	11 km

Nearly 1000 meters of total downhill stretches means that we will spend almost ¼ of the route without any effort at all! The route runs through the interesting Liptov-Spišské borderland, leading from Štrbské Pleso in the Tatra Foothills through extensive fields to the secluded forest Lopušná dolina and further down the river bank of the Poprad River to the historic centre of the most important town of the Slovak Tatra Foothills.

The trail can be combined with: **SK.01; SK.02; SK.03; SK.04**



Detailed map, types of road, surfaces, trails, route in the app:

www.cestaokolotatier.eu/go/sk05



The trip starts at the Štrbské pleso railway station; we park the car here or in Poprad, from where we can easily and conveniently get here by a TEŽ train. At the beginning it is worthwhile going up to **Lake Štrbské pleso²** which is wonderfully situated among forests, in the shadow of the Tatra peaks. Before the next downhill part, it is better to dress a little warmer.



2

From the Tatra Foothill resort we go down, along the street named after Szentiványho, the 19th century founder of the resort, and then on along the 537 road in the direction of Podbanské and, after a few hundred meters to the left, along the 538 to Tatranská Štrba. At the bend there are beautiful views of the Poprad Basin and the Nízke Tatry (Low Tatras).



3

We have 11 km of uninterrupted descent from over 1300 m to 830 m above sea level. Among the changing forest and field landscape,

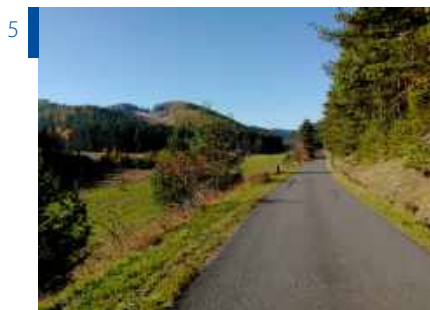
which is constantly shifting, we pass through Tatranská Štrba, cross the 18 road and 2 km further we reach the entrance to the motorway. We go right and, at last, we make some more effort to ride under the D1 viaduct, heading for Štrba.

In the centre of the village, leaving the church on the right, we turn left to Šuňava, then right from Hlavná Street (Šuňavská Street).

There's a long straight stretch amongst fields. It is worth stopping at least once to admire the **magnificent panorama of the Tatra Mountains** behind our backs.

We pass the village from top to bottom (in fact, two villages - Nižná Šuňava and Vyšná Šuňava, which have grown into one organism over time), constantly





keeping on the main road, which passes into Spišská Street, and this one directs us back to the Tatra Mountains. These are now visible **in the distance before us**³.

We go at first among fields and then through a pleasant forest (the name Šuňava is supposed to come either from the noise of the forest or from the German Schönau, meaning beautiful forest), gently descending to the end of the road until we reach the crossroads after the bridge, where we turn right to continue the gentle descent.

We cross Lučivná, passing a historic palace in the centre, reaching route 18. For lack of alternatives, we turn right on to it and stay on it for the next 1 km.

At the first junction in Svit we turn right to leave the industrial plants on the left, heading for the Poprad River flowing at the foot of the wooded hills of Baba. Just after the bridge, a bicycle path along the river begins on the left, but we **continue straight ahead** towards Lopusná dolina.

We turn into the second asphalt road on the left (2 km from the bridge), passing a ski resort and hotel after a while. About 100 m further we choose the road to the left, and after another 100 m we turn almost 180° to the left, constantly holding onto good asphalt.

The road now leads us quickly down through a **thick, quiet forest**^{1,4}, taking us, after 1.5 km, to a forest pass next to a pleasant resting place and an original *dendrophone* (a wooden, tubular 'hanging xylophone'). It is worth stopping and enjoying the forest music. A **fast ride downhill**⁵ lies ahead, and after the forest, after two bends, brings to us Spišská Teplica, a village founded back in the 13th century by Cistercians.

In Teplica, we continue along the main road, finally reaching the bridge over the Poprad River. We do not go

over it but turn left before it to reach the roundabout in the town centre **along a riverside cycling trail**^{6,7}. There, we cross the river and, along its left bank, amongst trees, we reach the junction with 1. mája Street and the bridge on which we turn right and then, having crossed the main street, we reach the town's market square along the promenade, where our trip ends.





ADVANCED ROUTES

These are routes for advanced cyclists with experience in long distances. The routes marked as "1/2" and "2/2" are by definition two-day routes. However, each of them (except Northern Spiš) can also be covered as a one-day trip with return by train to the starting point.

No.	ROUTE NAME:	BICYCLE TYPE:	Km:	UPHILL STRETCH:	START:
1	Nowy Targ - Trstená rail trail	TRK	68	490	Nowy Targ
2	Podhale and Orava for Families	TRK	49	360	Czarny Dunajec
3	The Polish Spisz	TRK	69	620	Nowy Targ
4	Podhale and Spisz for Families	TRK	53	360	Nowy Targ
5	The Lands of Niedzica Castle	TRK	84	1150	Polana Sosny
6	Rediscovering Podhale Region	TRK	72	900	Pyzówka
7	Tour de Podhale 1/2	SPD	74	1000	Nowy Targ
8	Tour de Podhale 2/2	TRK	72	750	Zakopane
9	Spiš Specialities	SPD	78	800	Kežmarok
10	The Jewels of the Slovak Spiš Region 1/2	SPD	77	550	Štrbské Pleso
11	The Jewels of the Slovak Spiš Region 2/2	TRK	68	680	Kežmarok
12	Northern Spiš 1/2	TRK	69	840	Nowa Biela
13	Northern Spiš 2/2	TRK	88	1130	Stará Ľubovňa
14	Liptov and Orava regions 1/2	SPD	70	640	Poprad
15	Liptov and Orava regions 2/2	SPD	75	790	Liptovský Mikuláš
16	Cycling through the history of Slovakia	TRK	82	980	Trstená

**SPIN AROUND
THE TATRAS!**



SPD
RACING BIKE, TREK, MTB



TRK
TREK, MTB

You will find these trails on the website of the Route Around the Tatras, in the blog tab:

<http://www.szlakwokoltatr.eu/aktualnosc/blog>

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Check before you leave



CYCLIST'S ESSENTIALS

(no order of priority, best to have them all)

- 1 Water** – have at least 1.5 litres of water with you.
- 2 Prepare for the rain** – we are in the mountains. The weather can take you by surprise, so be prepared.
- 3 Calorie stock** – a fruit, a sandwich, a bar. . . take something as spare food.
- 4 Sunglasses, cream** – in the mountains, the sun shines more strongly than in many places.
- 5 HELMET** – mandatory in Slovakia and recommended in Poland.
- 6 Patches, a puncture repair kit (or tube) and a PUMP** - because on foot, the route will be longer and will take more time :)
- 7 Basic tools** – matching YOUR bicycle.
- 8 Paper map** – its battery will never run out.
- 9 Powerbank / fully charged phone**
– and don't forget the cable.
- 10 Tissues / toilet paper** – just in case.
- 11 Lighting / reflective patches** – if the trip takes you into darkness.
- 12 Cash** – even though a card is more convenient, cash is more dependable.

For detailed rules on cycling in Poland and Slovakia, visit

www.szlakwokoltatr.eu/praktyczne-informacje





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recreational and road trails

Route Around the Tatras, Velo Dunajec
Path around Lake Czorsztyn
30 ready-made trips



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