



Abbe Creek School Museum. Source: Nicholas Gulick



Palisades-Kepler State Park. Source: Nicholas Gulick



Lisbon Road Trail. Source: Nicholas Gulick

Regional Context

Transportation behavior—how and why people drive, walk, and bike where they do—is different in each community. These behaviors are influenced by regional and local elements such as highways, topography, sidewalk conditions, and destination. People have destinations in mind when they set out to go somewhere, but barriers such as difficult intersections, broken sidewalks, and lack of shade or visibility create negative experiences residents want to avoid. By talking to small groups of people and mapping destinations and desired connections, as well as barriers and other problems, we can get a good sense for what works well and what needs attention.

Mount Vernon and Lisbon have a historical and present day connection represented by the walking/biking path along the old **Lincoln Highway (Lisbon Road) (1)**. Runners and bikers from Mount Vernon continue to Sutliff Road through Lisbon, as well. Mount Vernon residents frequently utilize **Palisades Road (2)** for running and biking and **Palisades State Park** for recreation. Mount Vernon was once connected to Cedar Rapids by an electric rail car, known as the InterUrban. Active residents looking for biking trails longer than 20 miles may drive to Solon and bike the trail to Lake McBride, or bike out Springville Road north of Mount Vernon. Many residents work in Cedar Rapids or Iowa City. The **Cedar River** flows south of Mount Vernon and Lisbon through **Palisades Park**.

A **Highway 30 bypass (3)** of Mount Vernon and Lisbon has been considered for a number of years to alleviate congestion and improve safety conditions for travellers of the current Highway 30. As of June 2011, the project has not been included within the Iowa Department of Transportation's five-year Transportation Improvement Program. The Iowa Department of Transportation continues to make plans for a bypass. There are currently five different route alternatives, all south of Mount Vernon and Lisbon. The Department of Transportation will reveal a preferred alternative during the fall of 2011.

Mount Vernon

Transportation Behavior and Needs | 1. Regional Context

