

2026 BICYCLE AND PEDESTRIAN PLAN

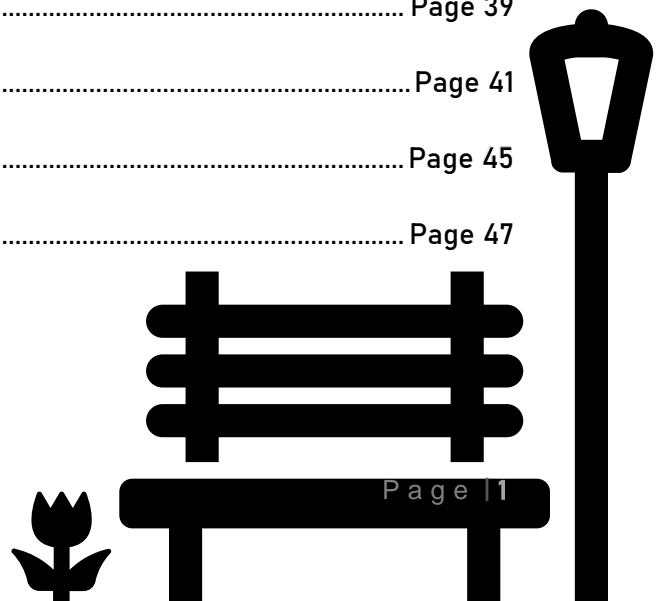


THE VILLAGE OF MARYVILLE

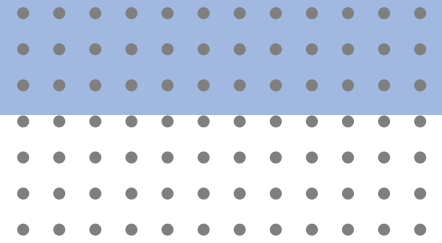


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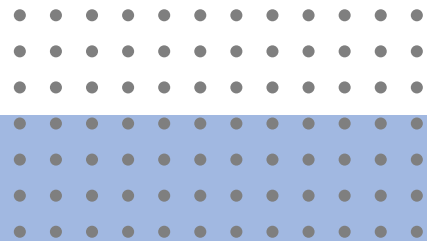
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The Village of Maryville, Illinois “Bicycle and Pedestrian Master Plan” is an integral planning document which will guide the Village efforts going forward in attracting new business and residents to call the Village of Maryville their home.

The Village has long since been a serene bedroom style community who has a long history of expanding from within and being that community tucked away between other municipal boundaries experiencing increased traffic congestion and expansion issues.

Maryville residents enjoy a simpler lifestyle with a very strong local presence. These residents are a community who looks after their neighbors and their neighbors’ concerns.

History has shown as adversity has impacted this community, they have a way of surviving much like the preverbal “Pheonix” of legend.

When asked to participate in the Survey to determine the community priorities Maryville residents exceeded all expectations and help develop a strong Master Plan to guide the Village into developing more intermodal means of transportation within and around the corporate boundary of the Village.

With Vadalabene Drive the number one priority indicates that Maryville residents support not only the religious contribution of this route, but also the Healthcare provisions this route enables.

The Village of Maryville’s strong sense of community fundamentally guided this master planning document.



HISTORY OF THE VILLAGE OF MARYVILLE

Maryville is a small village with a long history. The Village of Maryville's history of inhabitants' dates to about 8000 B.C. where it is documented that the Indian inhabitants lived primarily in rock shelters along the Mississippi River bluffs. Farmers in the area frequently uncover artifacts during spring plowing, especially near springs and water courses supporting the early inhabitant theory. The Mississippian culture that prevailed in the area is well documented at the Cahokia Mounds Complex in the American Bottoms, located just southwest of Maryville. The Indians of the Mississippian culture searched for food in the Maryville area due to the proximity of the Cahokia Mounds Complex. These encampments widely disappeared by the 16th century.

The Village of Maryville came into being in 1902 when the Donk Brother's coal and coke company opened its mine. The activities of the town, its population base, and businesses centered around the coal mining industry. At that time, The Donk Brother's mine was one of the largest in the state of Illinois employing 700 to 800 miners reaching an estimated population of 1000 persons in 1915. Unfortunately, the mine suffered an underground flood which forced its closure. Upon the closing of the mine; the population fell drastically to 602 people in 1930. During the depression years the Village census continued its decline to 536 people in 1940.

Preceding the opening of the Donk Brother's Mine, C.W and Mary Lange for whom the town was named, dedicated a parcel of land for public use. The dedication of this ground led to the incorporation of the area to become the Village of Maryville. During the 24-year operation of the Donk Brother's Mine the population, commercial activity, and public services within the Village flourished.

Public services were the center point of the "small mining town". The public school opened in 1902, the post office was installed in 1903, the fire department was established in 1905, and railroad transportation was provided to Maryville in 1901. The streetcar tracks separated the town into east and west parts. In the early 1920's the street cars were replaced by automobiles which brought the first hard road to the Village in 1923.

With the closing of the mine and the onset of the Great Depression, Maryville remained a small community whose population grew primarily from within its corporate boundary, reinforcing the small-town character that is still evident today.

The Village maintained its nature as being a "bedroom Community," The labor force dispersed from the mines to the oil refineries in Wood River and the steel mills in Granite City. The Village also spawned a new industry to replace the underlying need to gather and support each other. This "new industry" was baseball. Several young men began to seek careers in professional baseball. Maryville became a charter member of the Inter-City Baseball League in 1931. Baseball continues to have a strong



influence on the residents even today.

Beginning as a small village established as a mining town in the early 1900's, Maryville has continued to evolve into a center of hospitality and healthcare for the St. Louis Metro East. The Village's quiet, small-town appeal and unique regional economy attract people and families to establish their homes in this Village with a small-town legacy. As the Village expands its corporate boundary, it's utilization of public services also needs to be expanded. The manner these municipal services are expanded has a direct impact on the character of growth within the community. Transportation should provide a logical circulation plan between existing facilities and proposed improvements.

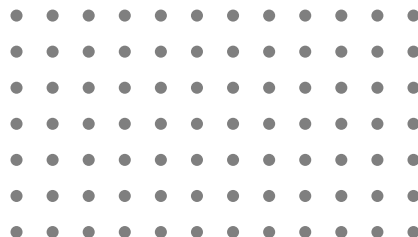
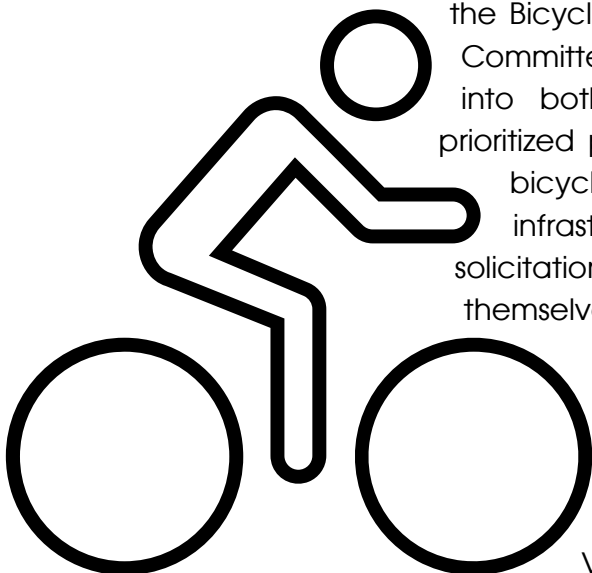
Maryville is unique in that it is located at the intersection of several major highways. Two Interstate routes, I-270 and I-55/70, intersect the Village to the north and south. Illinois State Routes 157, 159, and 162 also all pass through the Village. Access to these major highways place the Village in a central location allowing ease of transportation circulation throughout the region.

The Village of Maryville is also located at the center of the vast MCT Trail Network. Over 135 miles of bike and pedestrian trails sprawl across the St. Louis Metro East region, where three major routes pass through and adjacent to the Village of Maryville. Madison County Transit (MCT) along with Metro East Parks and Recreation District (MEPRD) have completed various bicycle trails that connect to Maryville. The Maryville Bicycle and Pedestrian Master Plan is intended for use by the Village as a guide to provide safe pedestrian connections to business and population centers throughout the existing MCT Trail Network.



The current MCT Trail Network within the corporate boundary of the Village does not provide broad enough access for the residents. The existing trails and shared use paths do not provide enough safe routes for pedestrians to travel to and from their homes to the trail network within the Village. A couple major roads in Maryville lack sidewalks and bike lanes, endangering pedestrians trying to travel within their own town by foot or bicycle. A priority of this Bicycle and Pedestrian Master Plan is to prioritize these interconnections that create safer environments for the community and create additional loops in the regional trail network. It should be stated that planning for development and growth is a responsibility and not a privilege of local government. The need for comprehensive project planning only intensifies as the Village needs become greater and more complex as resources continue to be stretched beyond reasonable control. Therefore, goals and objectives must be based on overall community needs and desires and be related to the potential for development and public safety as well as fiscal responsibility of the Village. To facilitate this master planning document, Maryville formed a Citizen Advisory Committee to review and provide feedback on potential trail alignments both on-street and off-street. In addition, an online survey was conducted to help obtain the public's perspective of both the positive and negative points of view associated with the existing and proposed facilities within the Village. The results of the public survey were shared with the Village of Maryville Citizen Advisory Committee. After several internal meetings of the Citizen Advisory Committee a list of the potential pedestrian improvement projects was created. Upon further consideration these projects were "short listed,". The reduced number of infrastructure projects was refined and the general public was invited to submit their opinion and support to

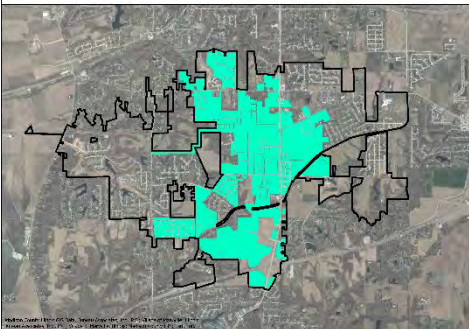
the Bicycle and Pedestrian Master Plan. Following the Village Committee meetings, the input gathered was further refined into both a short-term and long-range plan identifying prioritized projects to support the Village Board in developing bicycle and pedestrian facilities and facilitating future infrastructure expansion. This plan will also assist in the solicitation of grant opportunities which may present themselves both at the Village, state, and federal funding levels. In addition, as potential development occurs within the Village corporate boundary, off-street bicycle and pedestrian corridors can be retained in working directly with developers and their site development improvements within and around the Village Corporate boundary.



1.1 A Small but Growing Village

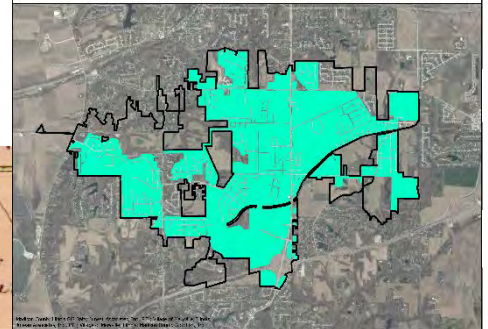
The Village of Maryville once known as a “bedroom Community” has evolved into a vibrant pleasant urban environment. Residents who live in Maryville and the people from outside the Village boundary frequently travel in and out of the Village for a multitude of reasons. These reasons vary widely from medical care, religious, educational and entertainment reasons such as dining or recreation. The goal of the Village is to grow this sense of a community and comfortable living atmosphere but also increase its role in making itself the ideal community to live and raise a family. Attracting people to your community is no easy task and requires a strong local government supported by residents. This governmental support facilitates opportunities for people to choose how to travel while enjoying all the Village amenities.

1990



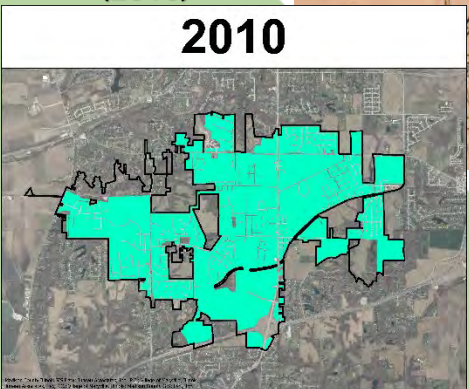
Village Growth (1990)

2000



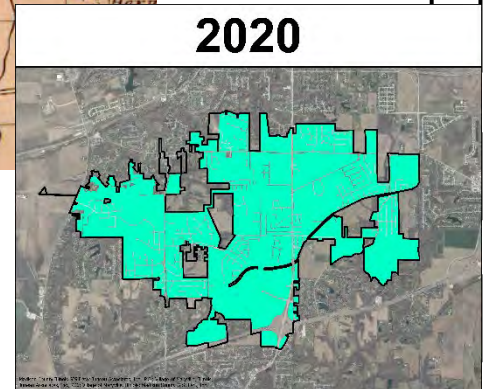
Village Growth (2000)

Village Growth (2010)



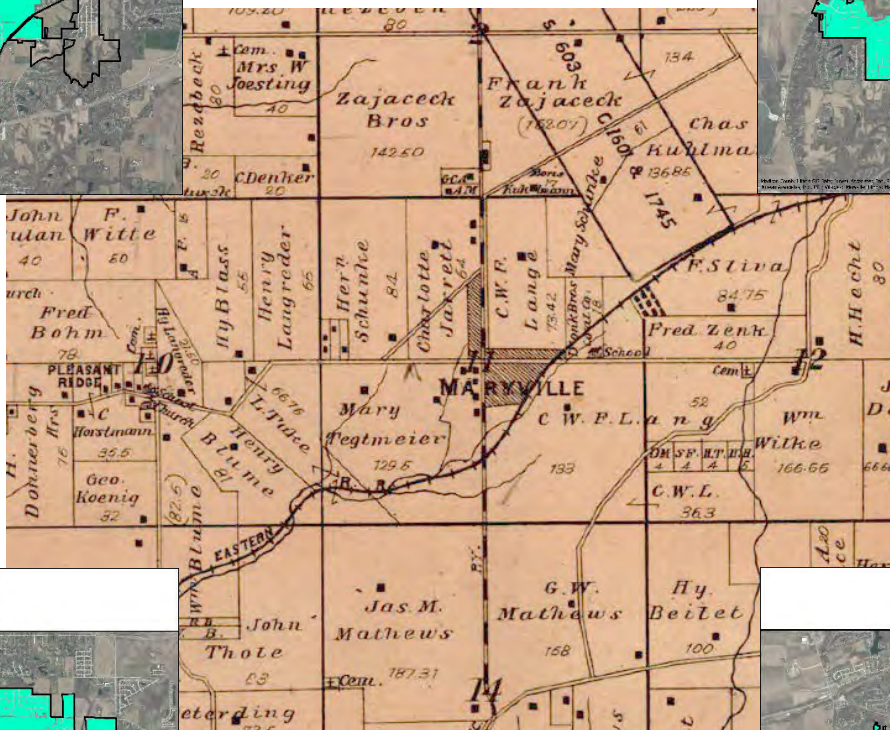
2010

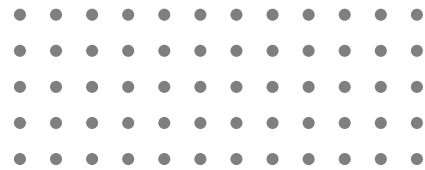
Village Growth (2020)



2020

Village as shown in Atlas of Madison County (1906)





1.2 Planning Goals

The goal of the Village of Maryville Board of Trustees is to create a source of synergy between the alternative modes of transportation versus the traditional ways of traveling between the various destination points that the Village has to offer.

In considering the alternate modes of transportation, the distinction between a walkable community and bicycle trails needs to be presented. The term “walkable” is defined in the following ways:

- (Of an area or route) suitable or safe for walking
- (Of a destination) close enough to be reached by walking
- Traditionally these routes have been determined to be sidewalks that were originally constructed within the residential corridors of the Village.

In considering the above the following terms need to be understood and defined:

“Off Street” can be designed in many ways such as the following:

Class 1 Bikeways provide bicycle travel on a paved right-of-way completely separated from any street or highway.

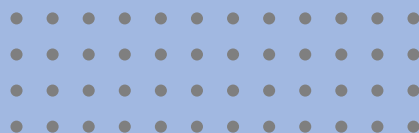
“On-Street” is defined as a street that accommodates both a bicyclist and a motorist. The synergy that the Village is wanting to accomplish is two-fold.

First, the bicycle enthusiast’s connection from the neighborhoods to the Class 1 Bikeways offered by MCT and MEPRD throughout Madison County.

Second, the connection of sidewalks and bicycle facilities to neighborhoods and destination points.

As these facilities are established, recreational activities will increase. This typically supports a more active lifestyle and is a significant component of advancing this transitioned lifestyle within the Village.

A village plan needs to be flexible and be presented in a generalized form in order to accommodate the different expectations, changing conditions and new possibilities.



1.3 Plan Objectives

The Village of Maryville is committed to creating a plan that coexists with the residents who prefer to walk along a safe corridor between points of interest and the bicycle enthusiast to reach destination points within the Village and surrounding communities.

The first objective to be obtained for bicycle enthusiasts nearby is to provide greater access opportunity to the MCT Trail Network, the MCT Schoolhouse Trail, the MCT Goshen Trail, and possibly the MCT Ronald J. Foster Heritage Trail. This will allow access to greater St. Louis Metro Area trail network, created by MCT, MEPRD, SCCTD (St. Clair County Transit District), and Great Rivers Greenway on the Missouri side of the Mississippi River. Creating more routes in the Village to these trails will allow more residents access to the regional trail network without using an alternate mode of transportation.



The second objective is to enhance the walkability within the Village by creating safe routes for residents to move about in the residential subdivisions, commercial outlets and various village amenities. Off and on-street routes within the Village can promote bike and pedestrian travel as alternate modes of transportation for residents.

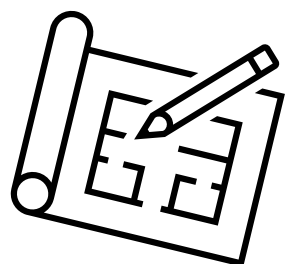
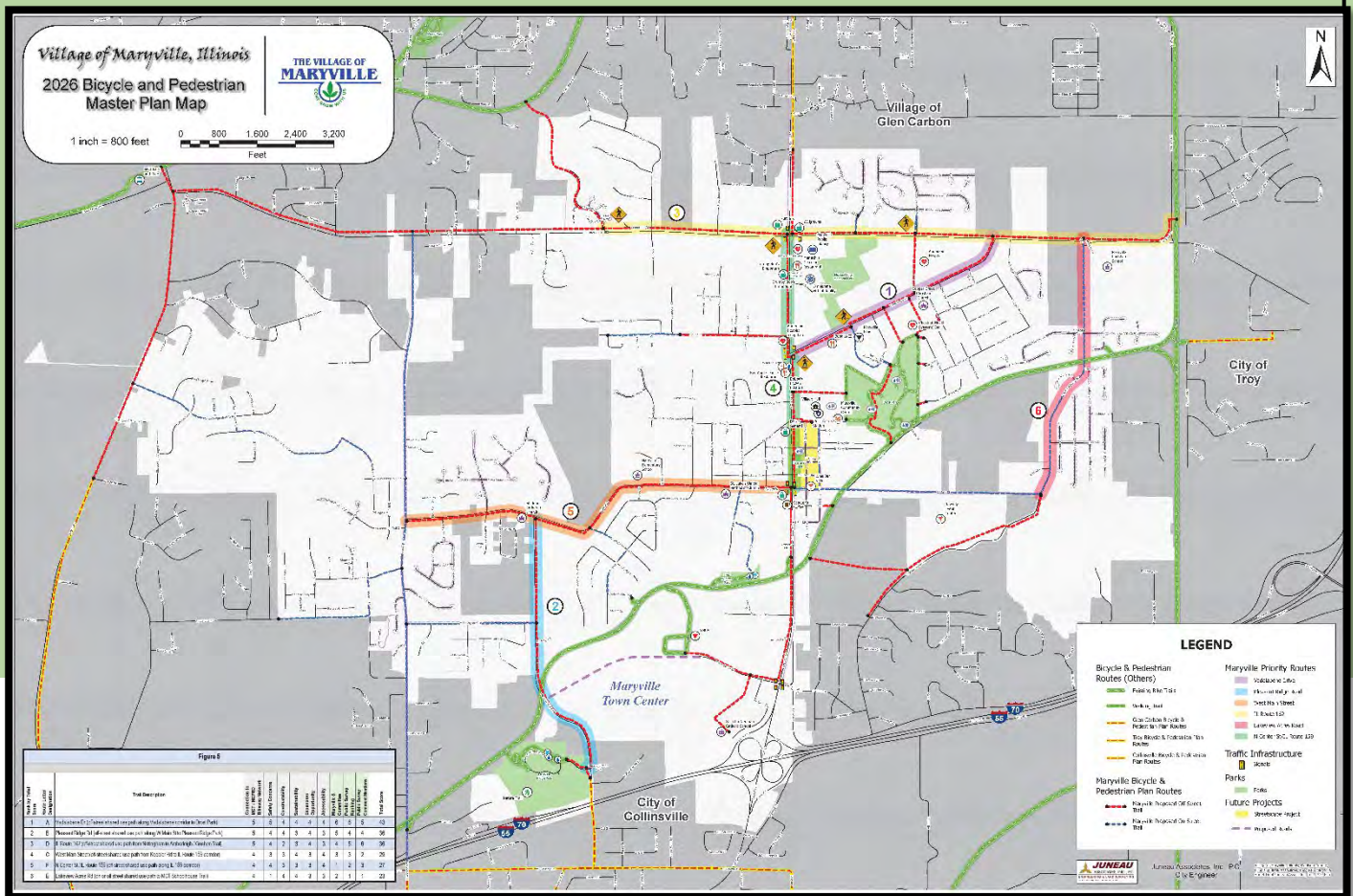
An important element of enhanced pedestrian access would be increasing ADA accessibility corridors throughout the Village. Such corridors could provide an important link between healthcare centers in Maryville, such as Anderson Hospital and its network of satellite offices in the immediate area. Access to pedestrian corridors would improve the safety and health of residents.



1.4 Planning Documents

The Bicycle and Pedestrian Master Plan will provide the Village of Maryville with an updated planning document adopted by the Village Board and will have the support of the residents. The plan will provide for alternative proposals to meet future demands and have enough flexibility to adapt to varying conditions and needs of the residents both in the short-term, as well as the long-term. This plan will not only improve the lifestyle of those individuals living in the Village, but also those individuals from outside the community who can utilize the routes to access destinations established within the Village of Maryville.

This master plan will also set the framework for applying for available grant opportunities which may present themselves both in the short and long-term.



2



Existing



Facility



Network

In 2013 the Village of Maryville established a commission who set out a plan for evaluating the Future Land Use and Transportation Plan for the Village. This Plan designated several Planned Land use classifications as well as outlining some challenges within the plan such as particular flood hazard areas identified by the proposed new yet unpublished FEMA Mapping (See Figure No. 1). The Village Future Land Use and Transportation Plan has been formally updated in 2021 and 2026.

The plan, while adopted, has had an impact on the way the Village viewed alternate modes of transportation through and around the village. This plan has been instrumental when submitting grant applications to the various governmental agencies which we discuss later in the report.

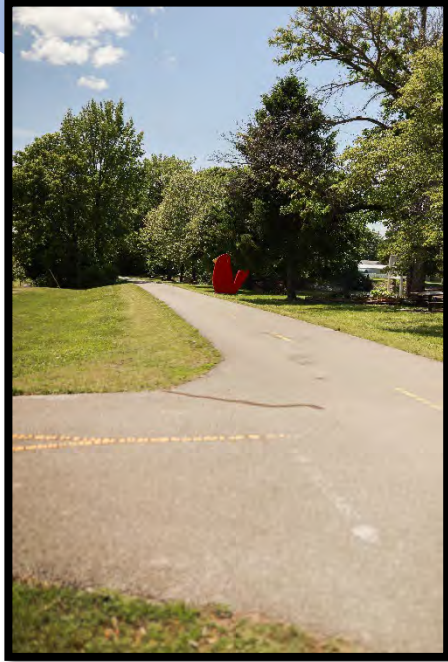
This plan also identified multi-use paths which is also a significant consideration of the Bicycle and Pedestrian Master Plan.

In considering the existing network of bicycle facilities within the Village, it is important to note the relationship existing between the Village of Maryville, MCT, and MEPRD which is described in more detail as follows:

MCT SCHOOLHOUSE TRAIL

The MCT Schoolhouse Trail, opened in 2003 and passes through the center of the Village of Maryville. The trail extends all the way to Venice, IL passing through several communities along the route and by the scenic Horseshoe Lake State Park. The MCT Schoolhouse Trail within the Village of Maryville already has connections to several destinations in the Village. One extension connects to a mini-network of paths that loop around Drost Park. Other offshoots from the MCT Schoolhouse Trail lead to Fred Winter's Park, Pleasant Ridge Park, and the Maryville YMCA. Smaller connections already connect to the sidewalk along IL 159 and residential streets of Cedar Valley Drive in Rolling Meadows subdivision.





MCT GOSHEN TRAIL

One of the main thoroughfares of the MCT Trail Network, the MCT Goshen Trail, extends nearly 20 miles and connects several municipalities in the St. Louis Metro East in both St. Clair County and Madison County. The two other major bike paths that link up to Maryville, The MCT Schoolhouse Trail and MCT Ronald J. Foster Heritage Trail, both connect to the Goshen Trail within closer proximity of the Village. The MCT Goshen Trail along the east side of Maryville opened in 2009.

MCT RONALD J. FOSTER HERITAGE TRAIL

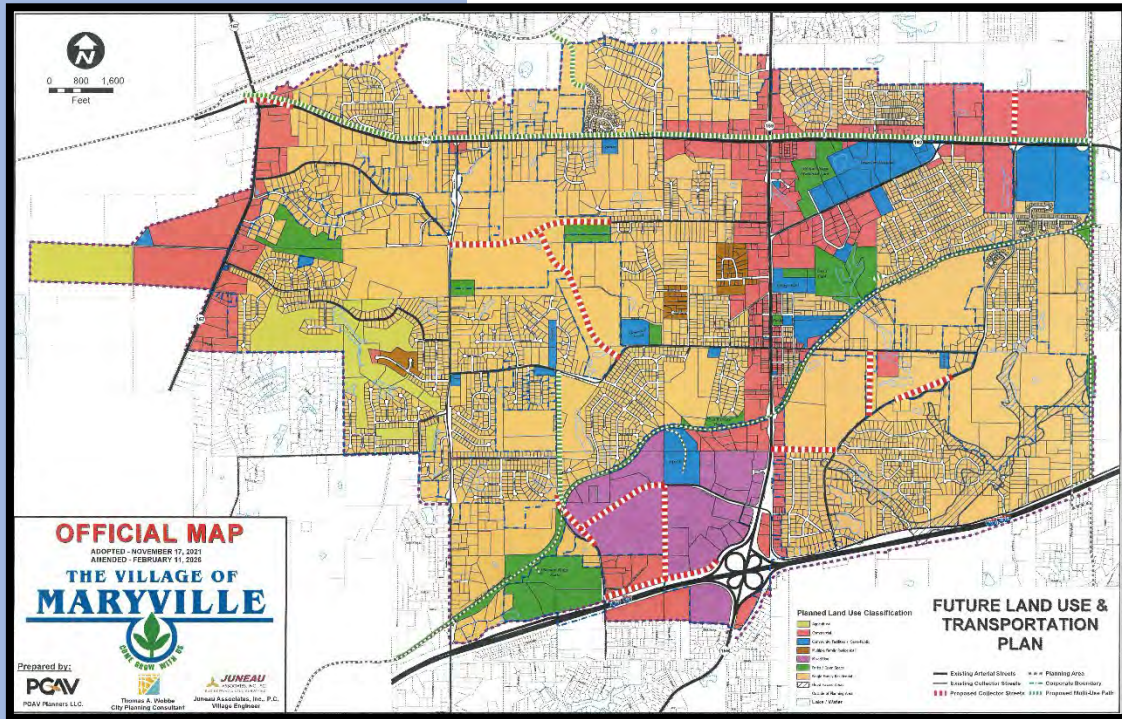
Along the northern edge of Maryville, the Ronald J. Foster/MCT Heritage Trail extends from Glen Carbon, IL all the way to Marine, IL. This trail was originally opened in the late 1990's. MCT acquired the trail in 2010. In 2015 MCT completed a resurfacing project on the trail. The MCT Heritage Trail has several historical points along its route that focus on the regional history. Within Maryville some of the neighborhoods, such as Nottingham Villas, are in close proximity to the trail. The MCT Heritage Trail route also connects to the Goshen Trail running along the eastern boundary of Maryville.



2.1 Currently Planned Bicycle Facility Upgrades

A

Many standards have been developed relative to designing a comprehensive network of multimodal transportation systems to facilitate the potential stabilization of older areas of the Village. These standards also support newly developing areas where an opportunity for expansion exists. The issue that arises is over-designing for future conditions can be cost prohibitive; To under design or ignore the necessity of flexibility to adapt for future conditions is an unsound policy. The approach taken provides a system of adequate capacity to meet future conditions without the costly extensions or additions to areas of anticipated growth.



2003

- 1991 MCT Heritage Trail Opened
- Acquired by MCT in 2010
- Reconstructed in 2014/2015

- 2003 - MCT Schoolhouse Trail
- 2009 - MCT Goshen Trail

- 2013 - Future Landuse and Transportation Plan
- Updates in 2021 & 2026

1991

2026





3.1 Madison County Transit District Interconnections

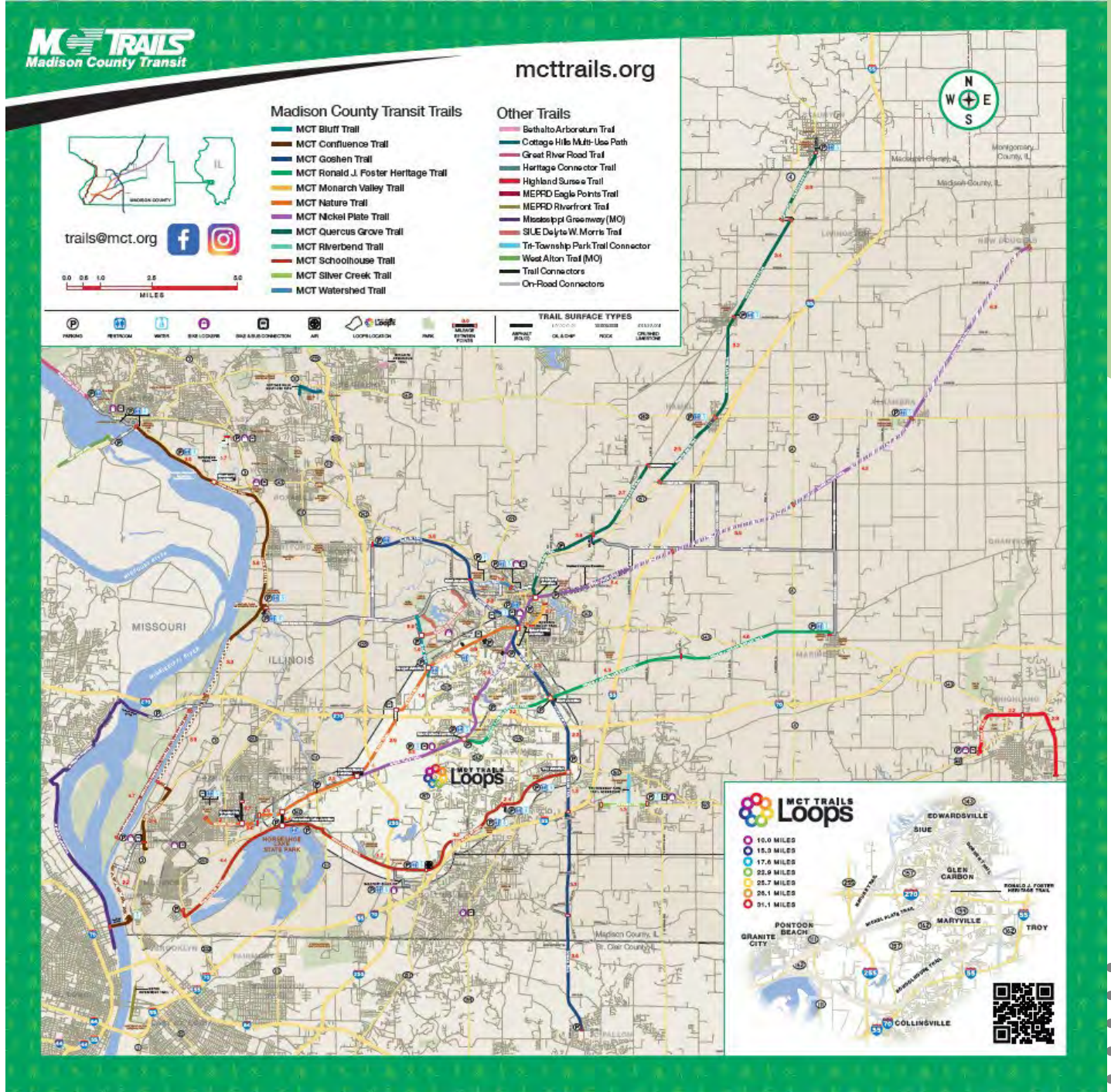


The Village of Maryville has worked successfully with MCT to provide a bikeway trail system that incorporates a network of Class 1 Trails throughout Madison County. MCT has been highly successful over the years in acquiring abandoned railroad corridors that span more than 135 miles within twenty separate communities. The MCT Trail System form one of the most extensive and interconnected trail networks in the country. This system of trails is instrumental in the development of destination points of interest to bicycle enthusiasts of all ages and skill sets. (Refer to Figure 4 - MCT Trail Map, Page 17)



MCT TRAIL MAP

Figure 4



3.2 Maryville Park Facilities

The Village of Maryville has several parks that provide the residents spaces for recreational activities. These parks located throughout the Village act as synergy points for the development of the Bicycle and Pedestrian Master Plan. The Village continues to expand the amenities that the parks hold, such as supporting various recreation sports activities, restrooms and nature elements, which in turn assists in improving the quality of life within the Village.

The Village has 3 parks that connect directly to the MCT Schoolhouse Trail that all include parking for residents to access the trails. This scenario makes these parks a natural point of synergy where residents and non-residents alike can use these connections to access amenities and businesses within the Village of Maryville. The Bicycle and Pedestrian Master Plan builds off these existing points to reach deeper into the retail and residential areas of the Village and provide a safer, more enjoyable travel experience for the families and enthusiasts utilizing the regional trail network. The addition of connections deeper into Maryville are intended to eliminate the need for a resident to load up a bicycle and drive to a trailhead for access.



Representatives of the Village are working very closely with potential funding partners to have electric vehicle charging stations installed at various locations of the community. This effort will help facilitate more use of the existing parking facilities while the vehicle is being recharged.

Drost Park is a nearly 50-acre oasis in the heart of the Village. At the center of Drost Park sits a beautiful seven-acre fishing lake. Other amenities include several



pavilions, approximately three miles of asphalt walking trails, boat ramp, barbecue grills, picnic tables, benches, playgrounds, baseball/softball fields, basketball, fishing, a community garden area, and restroom facilities. Drost Park hosts many community events each year and has become a gathering place for residents to congregate and enjoy community events. The MCT Schoolhouse Trail runs along the southern boundary of Drost Park where the Village has constructed a trailhead that includes a comfort station and parking for convenient access to the trail.



Maryville Memorial to Veterans, Coal Miners, and Ball Players

This memorial was dedicated June 1, 2022 in honor of veterans, in memory of coal miners, and tribute to ball players from Maryville. Since its dedication this honorary plaza has grown to include statues and other amenities aimed at fulfilling its mission. There are a few parking spots at this location with a connection to the MCT Schoolhouse trail only a short distance east down Division Street in Drost Park.



Firemen’s Park is about 1.5-acres in the old town area of the Village along IL Route 159/Center Street. The park is adjacent to the Village of Maryville Fire Station. The annual Maryville Fire Department Homecoming celebration in July is hosted at this park. Amenities in Firemen’s Park include a large pavilion and benches. This park is not adjacent to an MCT Trail, but access to and from the MCT Schoolhouse Trail is 4 blocks away on East Main Street.



Fred Winters Park, dedicated in memory of Pastor Fred Winters, is a 5.5-acre park south of Blackburn Terrace subdivision in the Village of Maryville, Illinois. The park is located at the end of Duke Drive off West Main Street.



Most of the property has been owned by the Village for years and was formerly used as a sewer lagoon site prior to the interceptor sewer construction in the 1970's. The major feature of the park is its service as a trailhead to the MCT Schoolhouse Trail. The park includes a parking lot with an adjacent restroom facility. Bike racks, trash receptacles, and a park bench

were also included in the area surrounding the parking facility. From the parking lot a 0.20 mile 8-foot-wide concrete bike trail connects to the MCT Schoolhouse Trail. Additional amenities include 2 16-foot gazebos with picnic tables, BBQ grills, and trash receptacles. Each gazebo is accessed by paved walkways connecting to the bike trail. A small play area with a swing set, benches, a glider swing, and a meditation garden area are also key features of the recreation area.

Pleasant Ridge Park

Pleasant Ridge Park is a 60-acre park located at 1345 Pleasant Ridge Road. The park was acquired from the Collinsville Area Recreation District when the district was dissolved by voters in 2018. A paved trail connects to the MCT Schoolhouse Trail that runs along the northern boundary of the park. This connection provides another opportunity for residents to park and safely access the MCT Trail Network. The park contains pavilions, playgrounds, restrooms, a walking trail, horseshoe pits, and a new 9-hole Disc Golf Course. Access to Pleasant Ridge Park is limited to vehicular traffic via Pleasant Ridge Road or bicycle and pedestrians via the MCT Schoolhouse Trail. Pleasant Ridge Road is in severe need of



improvement. The road north of the park entrance is narrow, winding, and hilly with low sight lines and traffic generally traveling too fast given the characteristics of the road. The Village has Pleasant Ridge Road improvements in the works as it is continually seeking funding sources to help with cost of the road improvements. Collinsville, IDOT, and Maryville are working together to provide a bicycle and pedestrian connection to the park coming from the south across a new reconstructed overpass over I-55/70 along Pleasant Ridge Road.

Michael Noga Memorial Park

Michael Noga Memorial Park is a 26-acre tract of undeveloped land that was granted to the Village by the Noga Family in 2010 to serve as a memorial park in honor of Michael Noga. The future park land sits adjacent to the Anderson Hospital complex wedged between IL Route 162 and Vadalabene Drive. While many potential uses have been discussed, no plans have been approved for development of this park. The area is not adjacent to an existing bicycle facility, though plans have been included in this Bicycle and Pedestrian Master Plan to connect it to Anderson Hospital and Drost Park/MCT Schoolhouse Trailhead.



3.3 Maryville Schools and Community Centers

The Village Maryville has several educational centers to educate and support the next generation of residents. Maryville also has other resources to support and engage the community.

The Village is a part of the Collinsville Community Unit School District #10.

Maryville Elementary School is a part of this school district.

Other Schools include the Maryville Christian School and St. John Nueman Catholic School.

Maryville has several places that engage community activity and support.



- Maryville Outreach and Community Center
- Maryville Parks (host of multiple community events)
- St. Luke United Methodist Church
- Copper Creek Christian Church
- St. John's Lutheran Church
- Maryville Senior Citizens Center
- YMCA
- Mother of Perpetual Help Catholic Church



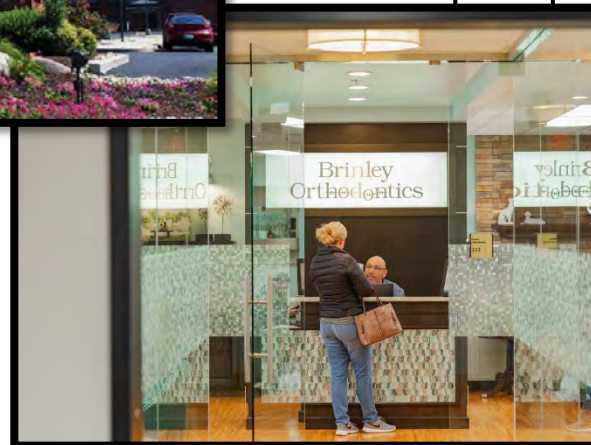
3.4 Maryville Healthcare Centers

Maryville has become a regional hub in healthcare. A major hospital is situated here with several branch offices for specialized care. Other medical-related businesses and services have also been attracted to this region.

- Anderson Hospital
- Metro East Healthcare Ltd
- Anderson Pediatrics
- Brinley Orthodontics
- Quest Diagnostics
- Glennon Care for Kids



Anderson Hospital opened in 1977 with 125 beds and expanded over time to become a 144-bed inpatient/outpatient acute care facility. The facility offers cutting-edge medical diagnostics, emergency care, scheduled surgeries, and diagnostic testing. The emergency department is currently undergoing an expansion to become a state-of-the-art emergency department. In 2025 Anderson Hospital saw over 35,000 emergency room visits and nearly 8,000 patients transported by ambulance to the emergency room. An AirEvac hanger has been added to the campus that houses 2 helicopters for emergency medical transport to Anderson Hospital.



In addition to the hospital stays and ER visits, there are dozens of outpatient facilities and specialty doctor's visits that generate additional traffic going to and from the hospital. The main entrances to the hospital are from Illinois Route 162 and Vadalabene Drive.

Anderson Hospital administration has expressed support for safety improvements along the Vadalabene Drive corridor. There are no sidewalks or shoulders along Vadalabene Drive, which creates a hazard for both pedestrian and vehicular traffic. Vadalabene Drive has frequent ambulance travel and there are no shoulders for cars to pull over to allow ambulances to pass. The lack of sidewalks often results in pedestrians walking on the roadway, sometimes pushing a friend or family member in a wheelchair. This area is a prime candidate for a bicycle and pedestrian project to improve the existing conditions for residents that work or travel to Anderson Hospital.





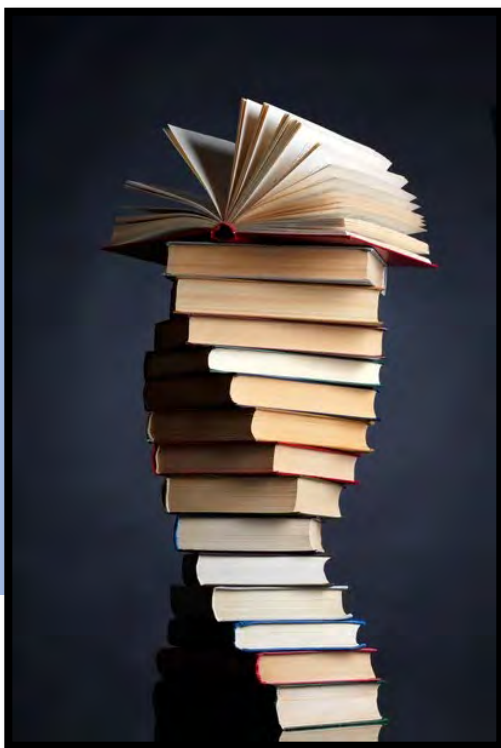
3.5 Maryville Community Library

The Maryville Community Library is located at:

- 15 Professional Park Drive, Maryville IL 62062

The Maryville Community Library, established in 2006, is a destination point for residents of all ages. The library is a member of the Illinois Heartland Library System, with access to millions of materials at hundreds of libraries in Illinois. The library offers a schedule of activities including story hours, summer reading programs, a teen book club, two adult reading groups, and adult programs on a variety of topics. The library also offers some recreational equipment to check out for use at the various parks in Maryville. If you want to try your hand at disc golf check out some discs at the library and head to Pleasant Ridge Park to enjoy the new 9-hole course recently completed.

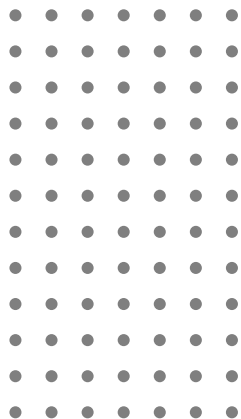
Pedestrian access to the current library location is currently a challenge for families as they will need to navigate signalized intersections and 4 ft wide pedestrian sidewalks along Illinois Route 159. The Bicycle and Pedestrian Master Plan accounts for this deficiency by placing conceptual routes to improve access to the professional park where the library resides.



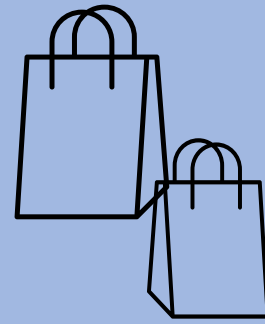


3.6 Public Transportation

Madison County Transit has two routes that pass-through Maryville with stops to pick up passengers. The first is the Edwardsville-Collinsville route and the second route is the Troy-Glen Carbon Shuttle. There are many stops where pedestrians can take their bikes with them on the bus. MCT Bus Routes are along IL Route 159, IL Route 162, and Vadalabene Drive. For expanded access to MCT Bus Routes, multiple MCT Park and Ride facilities are in neighboring communities. The MCT buses are also equipped with bicycle hauling apparatuses on the front of the buses which also helps in facilitating trail usage.



3.7 Retail Within the Corporate Boundary

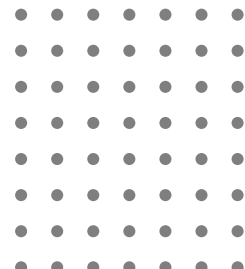


Primarily along Illinois Route 159, the Maryville retail has establishments with a variety of services and product offerings for residents and visitors. Below are several highlighted retail locations:

Maryville established a new Maryville Business District and Plan along with an updated TIF District to continue to attract additional business development in the Village.



- Grumpy Bob' Emporium
- Walgreens
- Mid-American Jewelry
- Omnidome Virtual Reality
- Your Enchanted Crystal
- Circle K
- Maryville fitness
- Casey's
- Dollar General

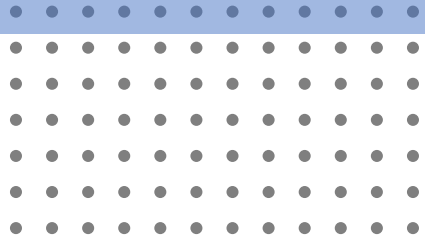
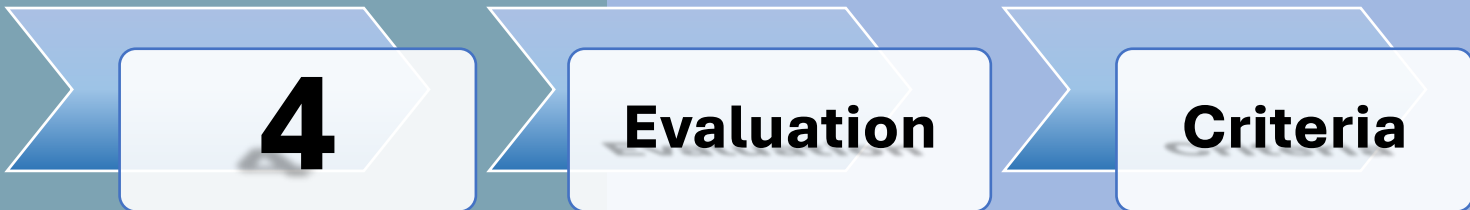
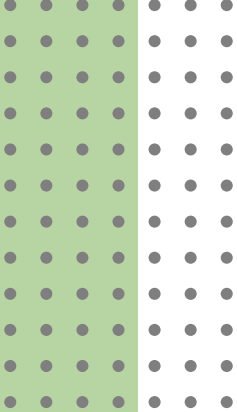


3.8 Restaurants and Bars

Around the commercial corridor of IL 159 and around downtown Maryville are several restaurants and bars that act as spots for residents to meet with friends and family to enjoy the culinary diversity of the Village.

- The Red Apple
- Lyle's Bar & Grill
- Boogie's II Restaurant
- Mariachi's Mexican Restaurant
- Bobby's Frozen Custard
- Planet Hibachi Express
- A Little Taste of Heaven Bakery
- Scooter's Coffee





4.1 Evaluation Matrix

During the evaluation of potential projects and the development of a cost to benefit ratio, an evaluation matrix has been developed. This matrix ranks potential projects based on the following seven categories:

- Connection to existing MCT / MEPRD Trail Network
- Destination points within the Village
- Safety Concerns
- Constructability
- Sustainability
- Expansion Opportunities
- Accessibility



(See Figure 4)

Connection To Existing MCT / MEPRD Trail Network and Destination Points

This Category takes into consideration the existing Class 1 Trails owned and maintained by MCT / MEPRD, which provide continuity within the existing trail system in Madison and St. Clair counties.

These Class 1 Trails allow the residents of Maryville to access Destination Points inside and outside the corporate boundary of the Village. These destination points provide the opportunity for bicyclists and trail enthusiasts to access natural landscapes, prairies, forests, lakes, bluffs, Mississippi River features as well as local community eateries and historical points of interest.

To quantify for the benefits of the proposed trails the following ranking considerations have been considered:

- Termination points of proposed bikeways regarding continuity with existing facilities
- Length of proposed Bikeways
- Synergy/continuity to destination points
- Potential increased usage of existing Class1 Bikeways of MCT / MEPRD



Safety Concerns

Based on the existing pedestrian access and bicycle facilities within the Village it is inevitable that in order to access neighborhoods and potential users, the proposed trails will consist of both on-road and off-road facilities.

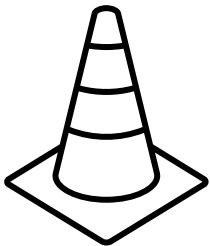
These types of situations create different levels of safety concern. In this regard the evaluation matrix will use the following considerations:

- Class 1 Bicycle Trail Opportunity
- On-street Bikeway
- Joint Use Facilities
- Number of At-Grade Crossings



Constructability

When planning for a new bikeway, consideration must be given to the constructability of the project, therefore, the following considerations should be given:



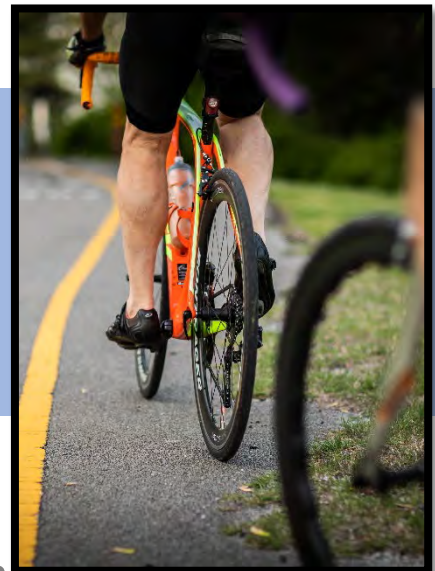
- Permanent right-of-way to be acquired
- Temporary construction easements to be acquired
- Potential environmental considerations, wetlands, flood zone
- Average Daily Traffic Considerations
- Opinion of Probable Construction Costs

Sustainability

Sustainability is defined as the ability to be maintained at a certain level. An additional definition states the avoidance of the depletion of natural resources in order to maintain an ecological balance:

The natural resource point of view has been considered under the constructability aspect. In regard to maintaining the trail, the following issues were considered:

- Materials used in bike trail construction
- Impacts of vehicular traffic to bike trails
- Proximity of adverse features such as drainage considerations and trees
- Underground utility considerations





Expansion Opportunities

Consideration is given if the proposed bike trail can be expanded to create synergy with additional destination points within the Village. Can neighborhoods benefit from the proposed trail location within the community?

Accessibility

The existing topography within the corporate boundary of Maryville is gently rolling terrain above the Mississippi River bluff along IL Route 157, so the impacts associated terrain grades is minimal throughout the Village.

The proposed Bike Trails need to be evaluated by the number of access points and the location of trailheads. These trailheads may be site specific or through the benefit of destination point parking and access.

Maryville Officials and Citizen Advisory Committee

Village officials formed a Citizens Advisory Committee to review and provide feedback on route priorities. Meetings were held to discuss which routes to highlight as “Priority” for further evaluation. This metric quantifies the order chosen by the committee for priority routes.

Public Survey Evaluation and Comments

As part of the survey presented to the public, respondents were asked to rank the six priority routes chosen by the Village and Citizen Advisory Committee in order of their preference. Respondents were also asked to comment on the mission set out by the Bicycle and Pedestrian Master Plan. We tallied the total number of mentions for each priority route or an amenity related to a route from the comment section. These elements were incorporated into the final overall rankings of the priority routes.

Figure 5

Rank by Total Score	Route Letter Designation	Trail Description	Connection to MCT / MEPRD Bikeway Network	Safety Concerns	Constructability	Sustainability	Expansion Opportunity	Accessibility	Maryville & Committee	Public Survey Ranking	Public Survey Comment Mentions	Total Score
1	A	Vadalabene Dr (off-street shared use path along Vadalabene corridor to Drost Park)	5	5	4	4	4	4	6	6	5	43
2	B	Pleasant Ridge Rd (off-street shared use path along W Main St to Pleasant Ridge Park)	5	4	4	3	4	3	5	4	4	36
3	D	IL Route 162 (off-street shared use path from Nottingham to Amberleigh / Goshen Trail)	5	4	2	3	4	3	4	5	6	36
4	C	West Main Street (off-street shared use path from Keebler Rd to IL Route 159 corridor)	4	3	3	4	3	4	3	3	2	29
5	F	N Center St / IL Route 159 (off-street shared use path along IL 159 corridor)	4	4	3	3	3	4	1	2	3	27
6	E	Lakeview Acres Rd (on or off-street shared use path to MCT Schoolhouse Trail)	4	1	4	4	3	3	2	1	1	23



4.2 Evaluation Results

The proposed bicycle and pedestrian trail segments were evaluated against the developed matrix, as described in section 4.1. Each potential project is scored between 1 and 5 for each of the categories. A category ranking of 1 is the lowest a potential segment can be considered and a potential of 5 is the highest a potential segment can receive. Ranking categories use a 1 through 6 scoring with 6 being the highest score. The priority route scoring and complete summary of all proposed bicycle and pedestrian trail segments are summarized in Figure 5 on page 31.

During Citizen Advisory Committee meetings, committee members and public attendees were asked to rank the top bicycle and pedestrian trail segments from MOST desirable to LEAST desirable. These segments were then proposed to a larger public audience by way of a public survey that garnered 282 responses. Many respondents also included detailed comments that were used to guide the selection and evaluation of the priority bicycle and pedestrian trail segments.



5

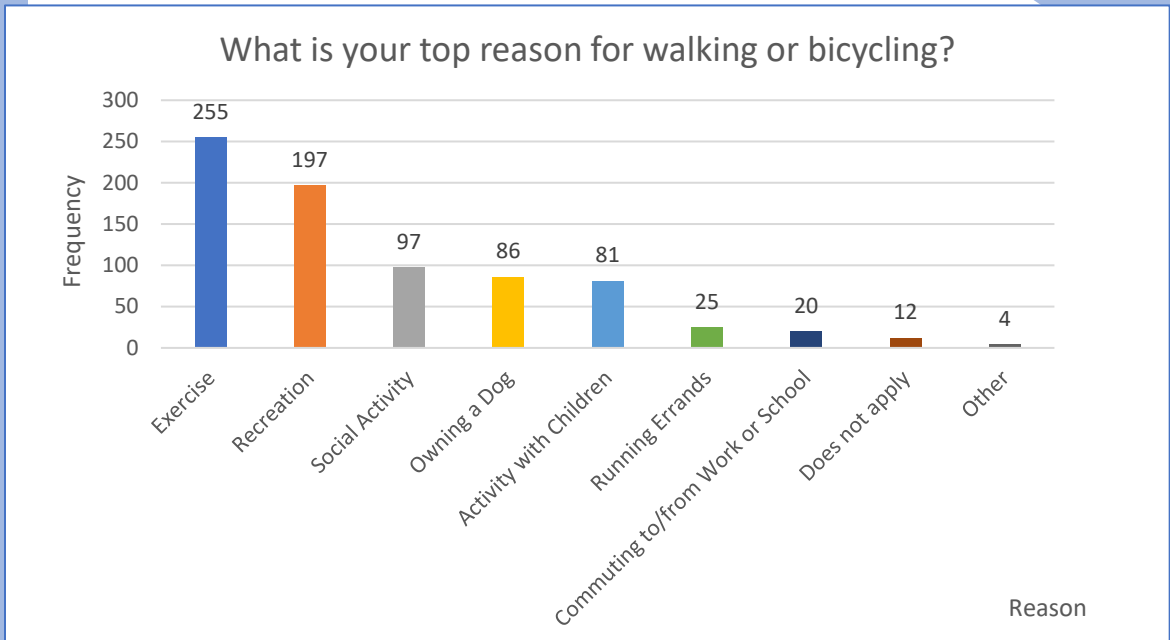
Survey Results

A social media survey was initiated through Survey123. This survey was shared by the Village of Maryville through its social media accounts and by committee members sharing the survey with friends and family. The survey asked a series of questions which were used to help prioritize the Village's position moving forward with the priority bicycle and pedestrian trail segment selection.

Of the 282 respondents to the survey, 74% were Maryville residents. The following are graphs that illustrate the residents' views on additional bicycle and pedestrian paths for the Village of Maryville: It should be noted that this survey was one of the most successful community surveys conducted and indicates the commitment the residents of the Village of Maryville have to the community planning process.

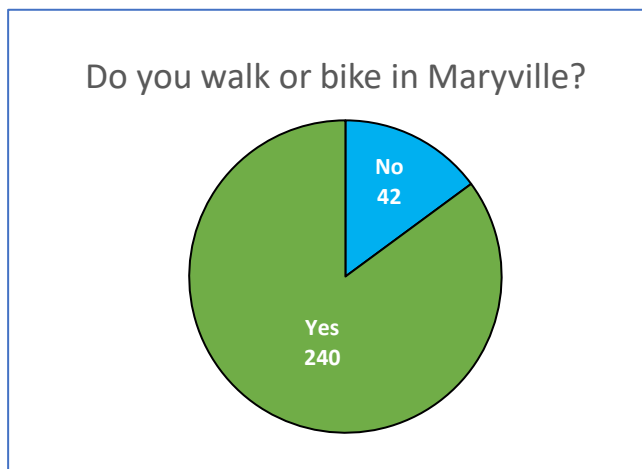


Q1



Outdoor activities are by far the most popular reasons for biking and walking. Exercise, recreation, and socializing are the main drivers for residents to ride their bikes or take a walk. Parks and existing trails are hubs for such activities, underlying the need for better connectivity to such destinations.

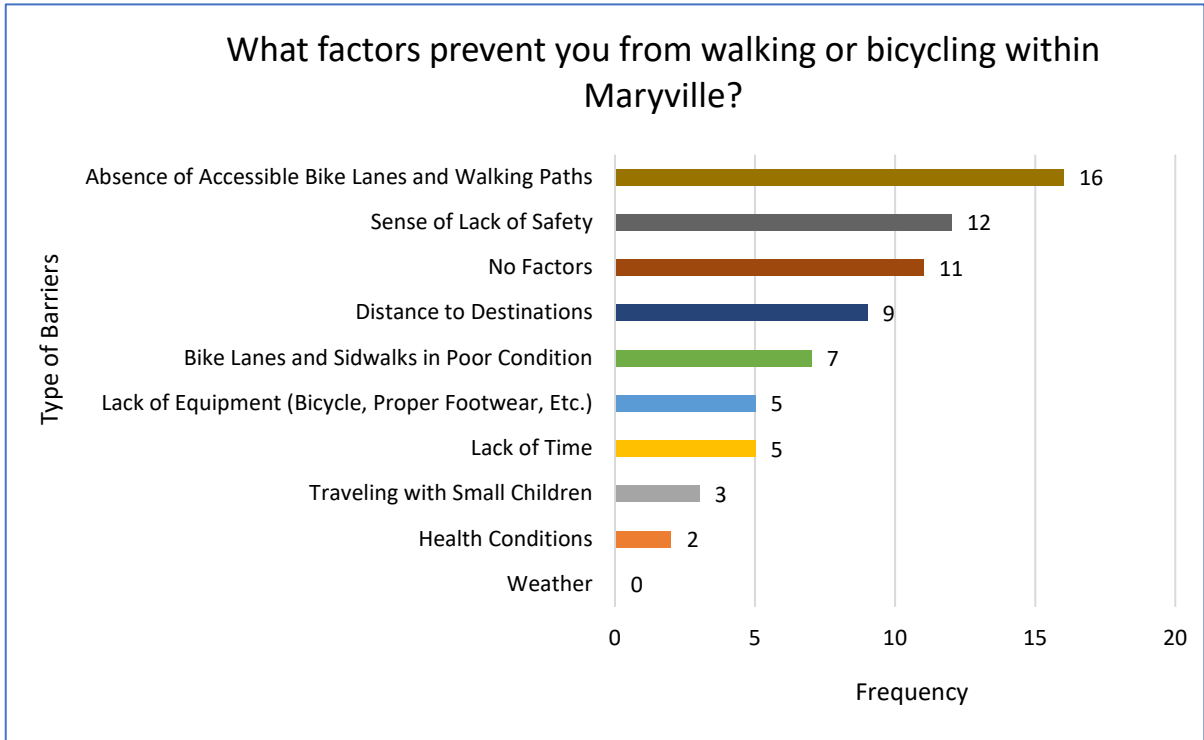
Q2



85% of survey respondents walk or bicycle in the Village.



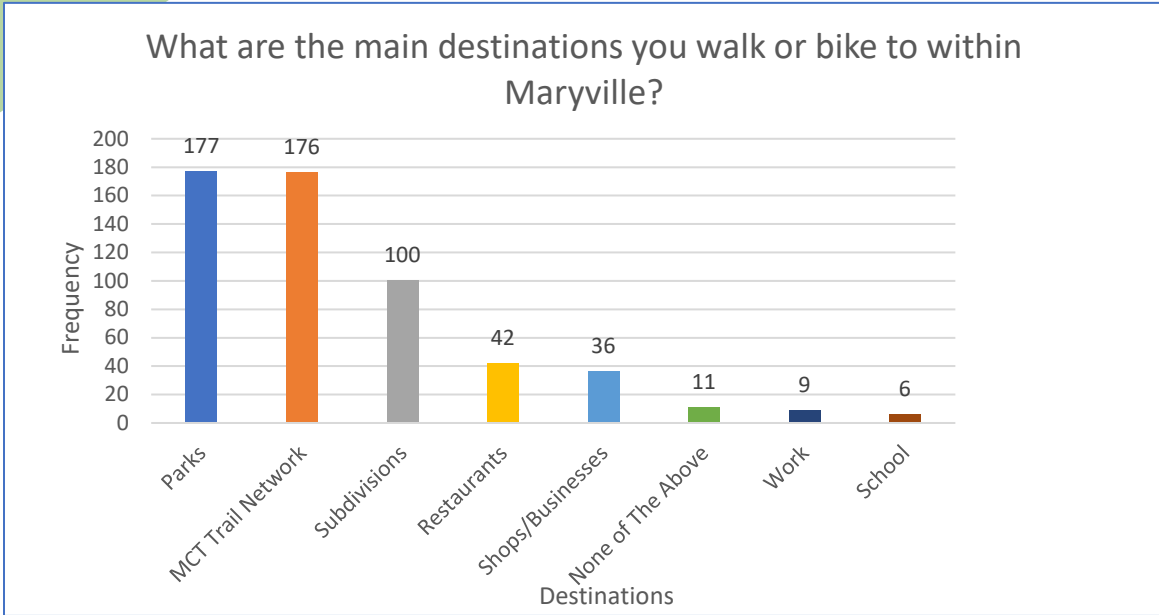
Q3



Safety is the biggest factor preventing residents from using Bicycle or pedestrian modes of transportation within the Village. This is also a reason that Vadalabene Drive was found to be the highest priority corridor for improvement.

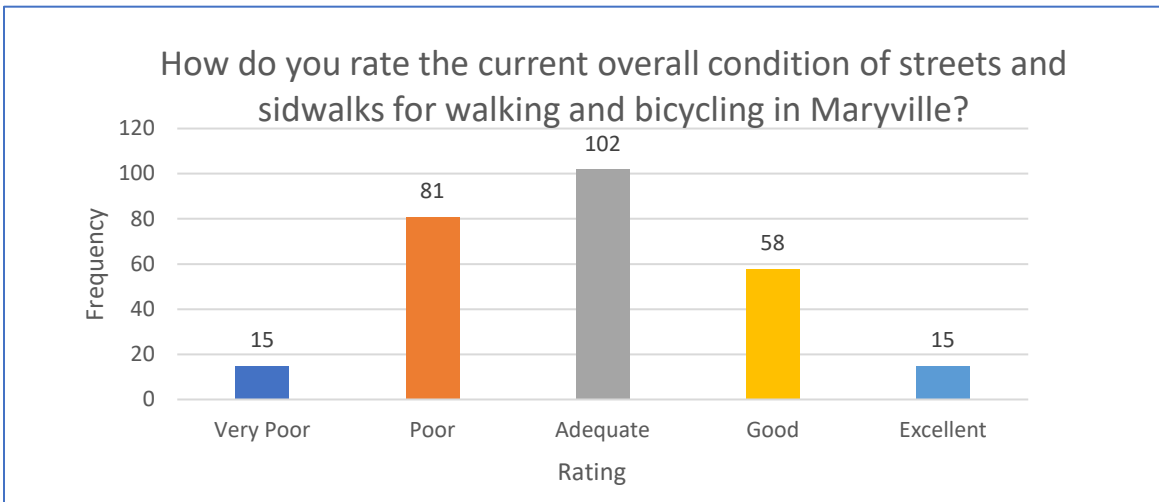


Q4



Access to parks and MCT Trail Networks were the top destinations identified by the respondents to this question.

Q5

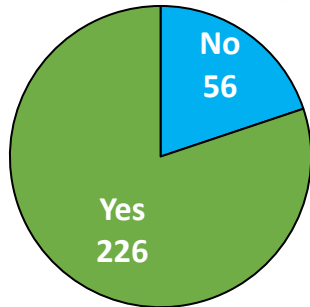


Survey respondents had mixed feelings on the quality of sidewalks and streets for bicycling or walking. Such feeling could be expressing the same concern for safety as the greatest preventing factor for bicycling and walking.



Q6

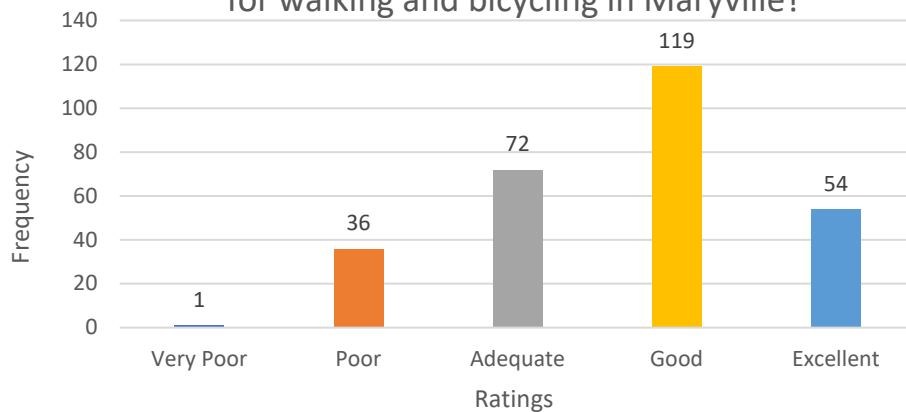
Would you ride your bike in Maryville more often if more bicycle lanes and safer street/road crossings were implemented?



A little over 80% of respondents said they will ride their bicycle more often if safer street and road crossings were implemented.

Q7

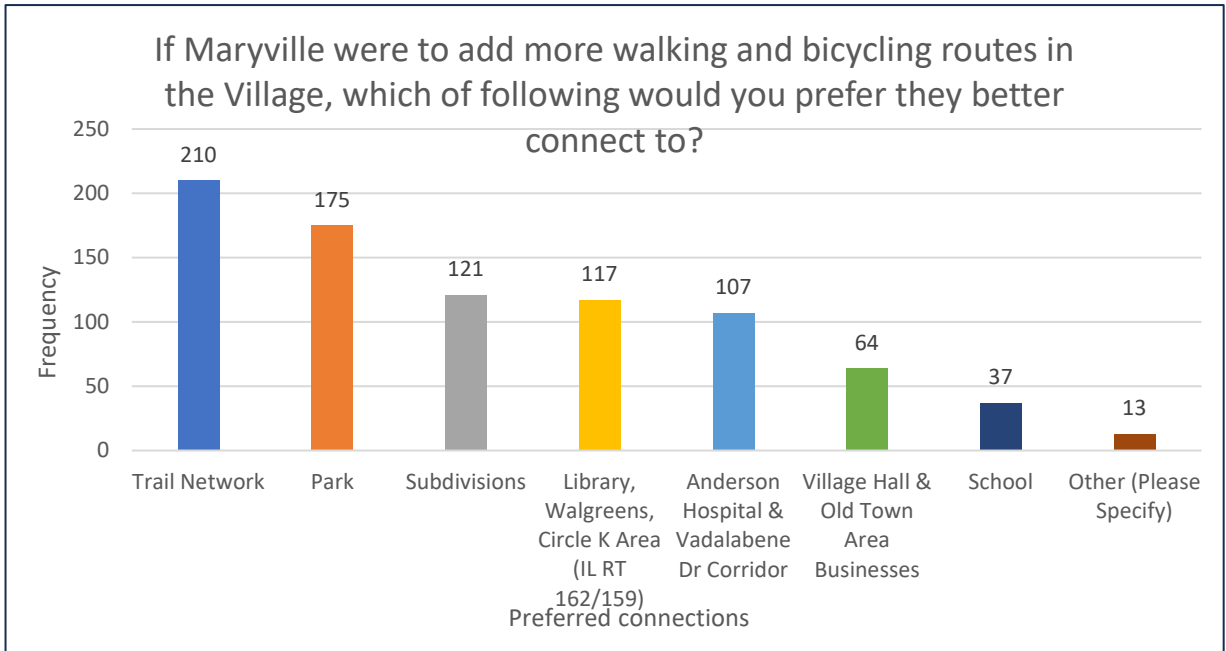
How do you rate the current overall conditions of trails for walking and bicycling in Maryville?



Respondents feel overwhelmingly positive on the conditions of existing bicycle and walking trails. Such responses illustrate higher levels of perceived safety in dedicated bicycle and walking trails.

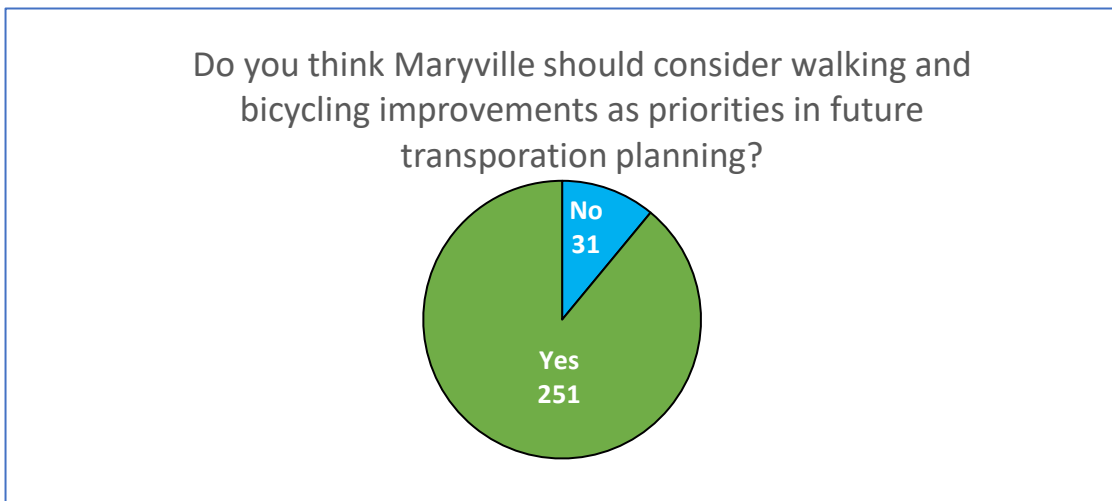


Q8



Having a connection between home and recreational areas is seen as most desirable for path connectivity. Residents want more access to the parks and trails to exercise, relax and have fun. Such is illustrated in the highest priority routes along residential areas that connect up to Vadalabene Drive, West Main Street and Pleasant Ridge Road.

Q9



Nearly 90% of respondents think Maryville should improve access for bicycling and walking. This result supports the other survey results of residents wanting more options to travel around town and enjoy the outdoors.





Listed below are the key metrics from the survey results

Survey Question Summary

- 208 of the respondents were from Maryville. (74% of respondents)
- Walk/Bike in Maryville: Yes 240 (85%), No 42 (15%)
- Would ride more with more lanes/crossings: Yes 226 (80%), No 56 (20%)
- Consider improvements a priority: Yes 251 (89%), No 31(11%)
- Streets/Sidewalks ratings: 35% Poor or Very Poor; 27% Good or Excellent
- Trail ratings: 13% Poor or Very Poor; 61% Good or Excellent

Survey Comment Summary

- A connection from Copper Creek to Drost Park got 14 mentions
- Residents from Nottingham, Amberleigh and Autumn Oaks expressed a desire for a safe route for pedestrians to access the Village (IL Route 162)
- More dog waste stations (waste bins and bags)
- Traveling to Anderson hospital for work or appointments
- Maryville kiosks pointing cyclist and pedestrians to services and amenities offered in the Village

Number of Priority Trail Mentions in Survey Comments

- 1 - Vadalabene Drive (13)
- 2 - Pleasant Ridge Road (10)
- 3 - Il Route 162 (17)
- 4 - West Main Street (4)
- 5 – North Center Street / Il Route 159 (6)
- 6 - Lakeview Acres Road (1)



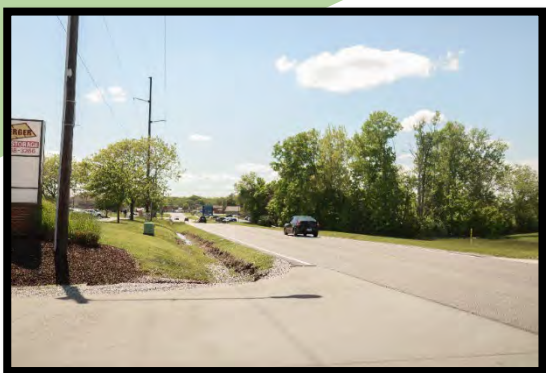
7 RANKED PRIORITY ROUTE SUMMARY

1. VADALABENE DRIVE

Vadalabene Drive runs through the center of a hub of community activity in the Village of Maryville. This state-maintained roadway connects two state highways, IL Routes 159 & 162 and also has a major regional hospital facility that generates a fair amount of traffic. Since the opening of Anderson Hospital in 1977, the area has seen substantial growth in the number of office buildings that have attracted more doctors and specialists to the area. Anderson Hospital continues to expand as well. They are currently upgrading the emergency department. The Wellness Center is ¼ mile away from the hospital along Vadalabene Drive. Ameren has recently built a natural gas re-fueling and truck storage facility along this corridor. Schiber Ct. light

industrial area has many businesses and an entrance to Drost Park. In addition, Lin Hy Terrace and Copper Creek Subdivisions (280 lots), Copper Creek Christian Church, Boogie’s Restaurant, and many other businesses in this area are accessed via Vadalabene Drive.

Vadalabene Drive currently has a 24-foot-wide surface pavement with roadside ditches on both sides and no shoulders. The posted speed limit is 45 mph and there are almost no sidewalks or other pedestrian facilities along this corridor. There have been multiple reports of

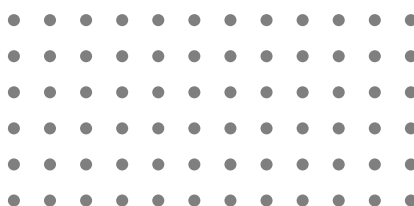


pedestrians walking in the roadway, sometimes pushing a friend or family member in a wheelchair. All these factors create a critical safety issue. Over 7,000 patients were transported by ambulance to the Anderson Hospital Emergency Room in 2025. Drivers along Vadalabene Drive do not have adequate room on the roadway to pull over allowing ambulances to pass.

IDOT and the Village will need to address future roadway upgrades. These projects can take many years to plan and complete. The Village can begin to improve pedestrian safety in the area through the grant opportunities this plan provides.

It is proposed to use Schiber Ct. as an On-Street connector to access Vadalabene Drive through Drost Park. A signalized pedestrian crossing will need to be provided at Schiber Ct. This crossing would connect an Off-Street Trail from IL Route 159 to Schiber Ct. and on to Anderson Hospital.

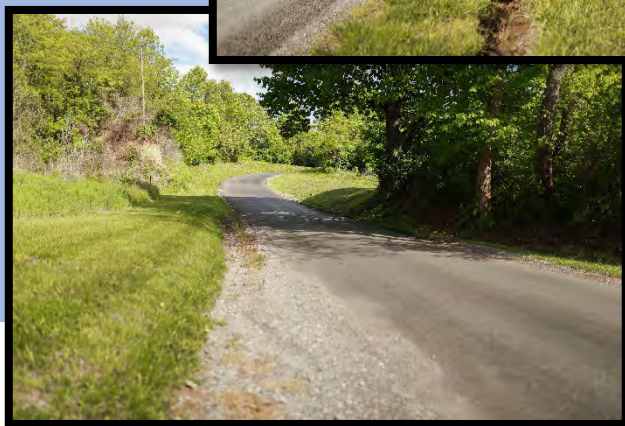
A shared use path will need to be designated through Drost Park to the MCT Schoolhouse Trail since the existing trails within the park are walking trails. The designated shared use path could be upgraded to accommodate both walkers and cyclist.



2. PLEASANT RIDGE ROAD

Pleasant Ridge Road in Maryville runs between I-55/70 and West Main Street in Maryville. Keebler Oaks Subdivision, Pleasant Ridge Park, and northern parts of Collinsville all contribute traffic to this corridor. Pleasant Ridge Road is a narrow, two lane, variable width, oil and chip roadway. The segment of the road between the MCT Schoolhouse Trail and I-55/70 is winding and hilly with low sight lines creating a dangerous travel route for bicycles and pedestrians. The existing open drainage system consists of culverts and ditches that have become silted

in over time, reducing their capacity. Water pools on the sides of the roadway, causing a hazard to vehicular and pedestrian traffic.



The area around Pleasant Ridge Road will continue to see residential growth and thus increased traffic volumes. The Village has been looking at upgrading sections of Pleasant Ridge Road for several years and has continually sought funding through various grant programs.

Improving safe pedestrian passage along this route will connect several subdivisions to the MCT Schoolhouse Trail and Pleasant Ridge Park. This pedestrian route will also allow any improvements along West Main Street to connect to the Pleasant Ridge Road corridor.

3. ILLINOIS ROUTE 162

Illinois Route 162 is a heavily traveled state highway with several subdivisions feeding directly into the corridor. There are no bicycle or pedestrian accommodations along this route. This creates a scenario where all residents in these areas of the Village must travel by car to access the MCT Trail Network.

Providing an Off-Street bicycle and pedestrian trail along the highway creates safe passage for residents living along this stretch as well as a direct connection to the MCT Trail Network. Signalized Pedestrian crossing can be located at strategic points for access to Anderson Hospital and potential connection to a future route along Vadalabene Drive. These connections would create additional bike trail loops within the regional trail network. It must also be noted that the last phase of the Villas of Nottingham would bring that subdivision much closer to a connection with the Ronald J. Foster Heritage Trail in Glen Carbon.



4. WEST MAIN STREET

West Main Street acts as a main artery for many residential areas in the Village connecting neighborhoods and residential roads such as Pleasant Ridge Road and the Stonebridge Area. West Main Street was upgraded from a narrow oil and chip roadway to a 30-foot-wide concrete road with sidewalks in the late 1990's and early 2000's when the Village saw a sharp increase in growth. This corridor could use minor improvements to existing sidewalks and bicycle & pedestrian signage to funnel traffic to the Pleasant Ridge Rd Corridor or into the IL Route 159 corridor. A safe shared use Off-Street bicycle and pedestrian corridor along this route can act as an artery, exactly as the road functions by funneling residents to various other segments that all connect.



5. NORTH CENTER STREET/ILLINOIS ROUTE 159

North Center Street/Illinois Route 159 is the main commercial corridor through the village. This corridor has highest average daily traffic volume in the village and has sidewalks along both sides of the roadway throughout the segment between Main Street and the northern boundary of the Village. There are existing signalized intersections at key points along this route that allow for pedestrian crossing. Expanded sidewalk widths and additional safety improvements would improve the safety of bicyclists and pedestrians along this corridor. Access to the Maryville Community Library would be improved if this route were developed. In addition, this route would connect to three other priority routes proposed as part of this Bicycle and Pedestrian Master Plan.

6. LAKEVIEW ACRES ROAD

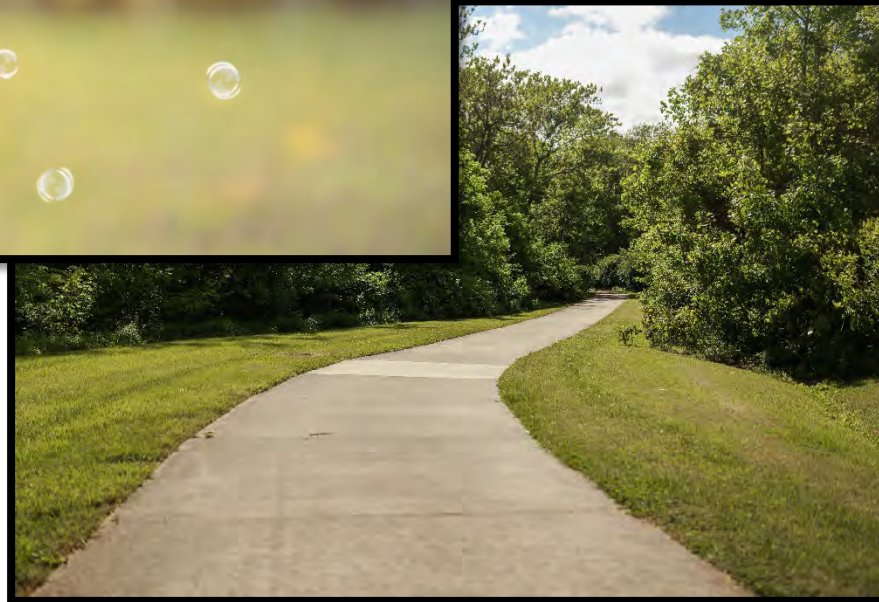
Lakeview Acres Road area is the fastest growing area of the village with multiple new subdivisions constructed over the last 15 years with more room to grow. This corridor acts much like West Main Street, an artery funneling residents to other parts of the village. This area did not score as well as the other priority routes simply due to the existing sidewalks but also the proximity and currently available access to the MCT Trail Network. The MCT Schoolhouse and MCT Goshen trail intersect in this area. There are 4 foot sidewalks along Lakeview Acres Road that connect with the Schoolhouse Trail at-grade crossing.

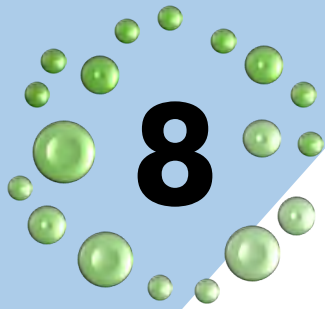


7. OTHER PROPOSED ROUTE

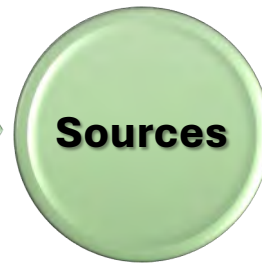
Several other non-priority routes are drawn as well that connect to various regions within the Maryville corporate boundary.

The successful implementation of a community plan is generally the most difficult phase of the entire planning process due to the continuous nature of the planning process itself. In order to attain the community goals, it is necessary to enact appropriate regulations and controls. Periodic reassessment of goals relative to the time schedules, changing conditions, and new data require adjustments from time to time.





Potential Funding



Bicycle and pedestrian improvement projects can be funded through an assortment of local state and federally funded programs. The following are examples of potential funding sources available to the Village:

A. Locally Funded Improvement Projects

Maryville has funding which is targeted through Tax Increment Financing (TIF) Districts. These districts are established by the Village to assist in development in documented blighted areas. These districts allow for the increment in taxes between pre-development and post-development periods to be used to help offset capital improvement projects.

Outside of TIF District funding the Village can use its General Fund dollars which are based on property tax revenue received within the Village.

B. CMAQ (Congestion Mitigation and Air Quality)



This funding is used to improve air quality and reduce congestion for areas that do not meet the National Ambient Air Quality Standards of which Maryville is available for CMAQ funding opportunities.

These projects are awarded through a yearly competitive funding round coordinated through East-West Gateway Council of Governments.



C. Community Development Block Grant Funding (MCCD)

These funds are administered on behalf of the Village through Madison County. These funds are slated to be used to benefit Low to Moderate Income Areas and people.

D. Act Funding Administered Through Madison County Community Development

E. Illinois Bicycle Path Grant Program

F. Illinois Transportation Enhancement Program (ITEP)



G. Open Space Lands Acquisition and Development Program and Land and Water Conservation Fund Program (OSLAD & LWCF)

H. Safe Routes to School Program



ACKNOWLEDGEMENT

The Community planning process as described is a continuing process based on a logical procedure of research, analysis and decision making. Based upon these needs and resources, goals and objectives are established. The plan as presented both verbally and graphically depicts the type of community that both the residents and village leader’s desire. In this regard the Village of Maryville would like to thank Metro East Park and Recreation District (MEPRD), along with the Agency for Community Transit (ACT) for providing the funding to develop this Bicycle and Pedestrian Master Plan.

In addition, The Village of Maryville would like to thank the Steering Community for their time and consideration in providing guidance in the development of this Master Plan. The Steering Committee consisted of the following individuals. Without their insight and community knowledge and commitment this planning document would not be as successful as it is:

- | | |
|----------------------------|---------------------|
| MRS. CAROL FRERKER | MR. DARRYL FRERKER |
| MR. JEFF CHAMBERLAIN | MRS. KIMBERLY PERRY |
| MR. RALPH HYLTON | MR. EDWARD VOTOUPAL |
| MR. ED KOSTYSHOCK | MR. JONATHON LEE |
| MAYOR WAYNE WHITE | MRS. TONYA FLANNERY |
| MR BOB KEPLAR | MR. MATT HOFFMAN |



THANK YOU

A Thank you is also extended to the Village Council of Maryville for their insight and guidance in adopting this Master Planning Document.

APPENDIX A


2026 Bicycle and Pedestrian Master Plan Map (Priority Routes)

1. VADALABENE DRIVE
2. PLEASANT RIDGE ROAD
3. ILLINOIS ROUTE 162
4. WEST MAIN STREET
5. NORTH CENTER STREET/ILLINOIS ROUTE 159
6. LAKEVIEW ACRES ROAD



Village of Maryville, Illinois

2026 Bicycle and Pedestrian Master Plan Map



1 inch = 800 feet

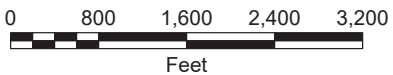
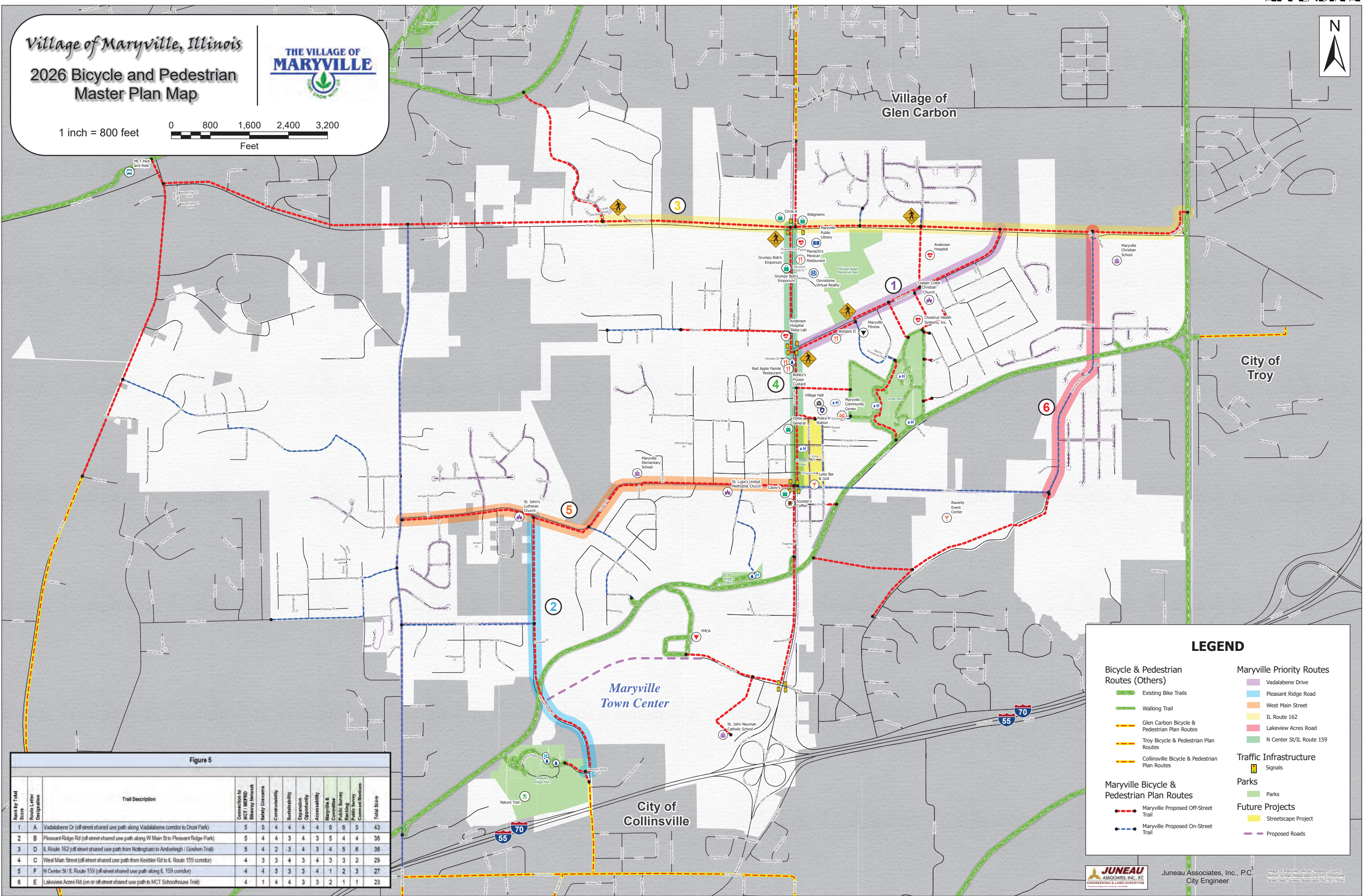



Figure 5

Rank by Total Score	Route Letter Designation	Trail Description	Connection to MCT / MEPRO Bikeway Network	Safety Concerns	Constructability	Sustainability	Expansion Opportunity	Accessibility	Maryville & Public Survey Ranking	Commitment	Total Score
1	A	Vadalabene Dr (off-street shared use path along Vadalabene corridor to Drost Park)	5	5	4	4	4	4	5	5	43
2	B	Pleasant Ridge Rd (off-street shared use path along W Main St to Pleasant Ridge Park)	5	4	4	3	4	5	5	4	36
3	D	IL Route 162 (off-street shared use path from Nottingham to Amberleigh / Goshen Trail)	5	4	2	3	4	3	4	5	36
4	C	West Main Street (off-street shared use path from Keebler Rd to IL Route 159 corridor)	4	3	3	4	3	4	5	3	29
5	F	N Center St / IL Route 159 (off-street shared use path along IL 159 corridor)	4	4	3	3	3	4	1	2	27
6	E	Lakeview Acres Rd (on or off-street shared use path to MCT Schoolhouse Trail)	4	1	4	4	3	3	2	1	23

LEGEND

- Bicycle & Pedestrian Routes (Others)**
 - Existing Bike Trails
 - Walking Trail
 - Glen Carbon Bicycle & Pedestrian Plan Routes
 - Troy Bicycle & Pedestrian Plan Routes
 - Collinsville Bicycle & Pedestrian Plan Routes
- Maryville Bicycle & Pedestrian Plan Routes**
 - Maryville Proposed Off-Street Trail
 - Maryville Proposed On-Street Trail
- Maryville Priority Routes**
 - Vadalabene Drive
 - Pleasant Ridge Road
 - West Main Street
 - IL Route 162
 - Lakeview Acres Road
 - N Center St / IL Route 159
- Traffic Infrastructure**
 - Signals
- Parks**
 - Parks
- Future Projects**
 - Streetscape Project
 - Proposed Roads

APPENDIX B

Estimated Cost of Construction Priority Routes

Cost estimates of Priority Routes use current industry pricing plus a multiplier to account for inflation and pricing volatility. Detailed cost estimates will be prepared during project specific grant applications.

Estimated Cost of Construction (Includes Design + Construction)					
Rank by Total Score	Route Letter Designation	Trail Description	Length Total Ft.	Cost per Linear Foot	Estimated Cost
1	A	Vadalabene Dr (off-street shared use path along Vadalabene corridor to Drost Park)	7,405	\$ 200.00	\$ 1,481,000.00
2	B	Pleasant Ridge Rd (off-street shared use path along W Main St to Pleasant Ridge Park)	6,463	\$ 200.00	\$ 1,292,600.00
3	D	IL Route 162 (off-street shared use path from Nottingham to Amberleigh / Goshen Trail)	12,332	\$ 200.00	\$ 2,466,400.00
4	C	West Main Street (off-street shared use path from Keebler Rd to IL Route 159 corridor)	8,629	\$ 200.00	\$ 1,725,800.00
5	F	N Center St / IL Route 159 (off-street shared use path along IL 159 corridor)	5,462	\$ 200.00	\$ 1,092,400.00
6	E	Lakeview Acres Rd (on or off-street shared use path to MCT Schoolhouse Trail)	5,621	\$ 200.00	\$ 1,124,200.00

*Private Easements - Estimate Cost \$3/sq ft.



APPENDIX C

Meeting Schedule and Comments

Community Engagement:

The development of the Bicycle & Pedestrian Master Plan began the morning of February 4th, 2026, with an Advisory Committee Kickoff Luncheon. The Village had previously invited several members of the community to serve as committee members for this project. Attendees were briefed on the project mission and goals. Open discussions resulted in a new Bicycle and Pedestrian Plan Map.

The Citizen Advisory Committee gathered again on February 13th to discuss and approve six routes to designate as priorities. These six routes were chosen for various reasons, safety, connections to community points of interest and the opportunities the route creates for expansion.

The six priority routes and overall plan were presented to the public via an online survey. The survey was conducted between March 3rd and March 13th.

On March 27th, after the results from the survey were analyzed, the committee and members of the public were briefed on the findings. The additional feedback was collected and used to complete the 2026 Bicycle & Pedestrian Master Plan Map.

Finalized drafts were presented to the Village Board and general public at the May 13, 2026, Caucus Meeting. Additional feedback and comments were recorded and used to make modifications to the plan to be presented for final adoption.

The 2026 Bicycle & Pedestrian Master Plan is submitted for board approval on May 20, 2026.

"We live off 162 and it's impossible to get to 159 without risking your life." - Suzanne H.

"Need to be able to bike and walk to the hospital." - Laurie G.

"What bike paths Maryville has are great! It's just that more bike paths are needed to connect neighborhoods to the existing paths." - Karen P.

"Valdabene and IL-162 really need sidewalks from the stop lights up to the MCT Bridge over IL-162. We see people walking on the sides of the road in all kinds of weather and in the dark. Thank you for presenting us with this plan. We're excited." - Richard W.

"For many years I had hoped for better access to the MCT trail system." - Eric B.



APPENDIX D

2026 Bicycle and Pedestrian Master Plan Map

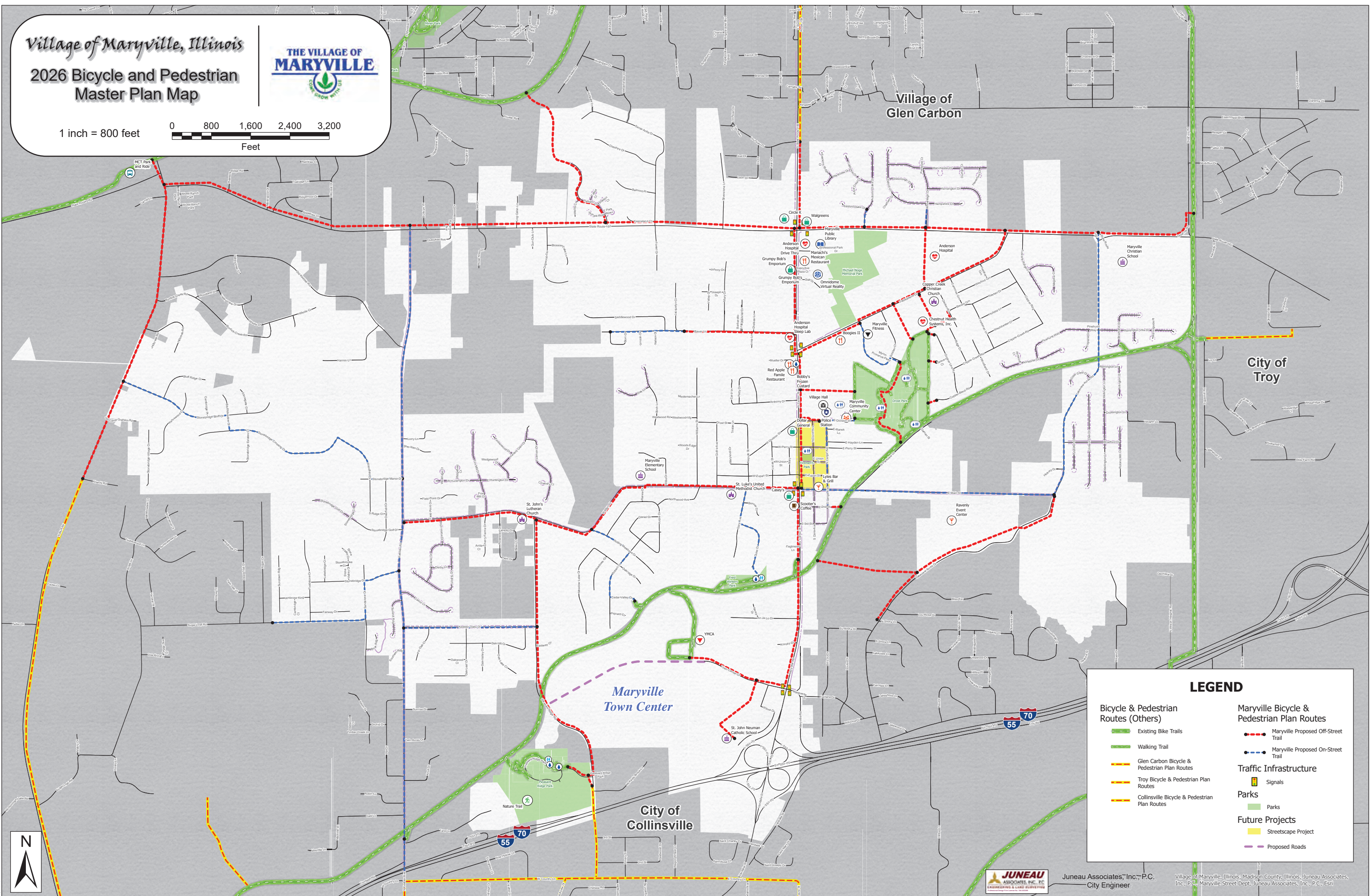
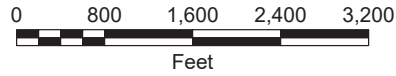


Village of Maryville, Illinois

2026 Bicycle and Pedestrian Master Plan Map



1 inch = 800 feet



LEGEND

- Bicycle & Pedestrian Routes (Others)**
 - Existing Bike Trails
 - Walking Trail
 - Glen Carbon Bicycle & Pedestrian Plan Routes
 - Troy Bicycle & Pedestrian Plan Routes
 - Collinsville Bicycle & Pedestrian Plan Routes
- Maryville Bicycle & Pedestrian Plan Routes**
 - Maryville Proposed Off-Street Trail
 - Maryville Proposed On-Street Trail
- Traffic Infrastructure**
 - Signals
- Parks**
 - Parks
- Future Projects**
 - Streetscape Project
 - Proposed Roads

JUNEAU ASSOCIATES, INC., P.C. City Engineer

Village of Maryville, Illinois; Madison County, Illinois; Juneau Associates, Inc., P.C.; Maryville Street Dept. Juneau Associates, Inc., P.C., Esrj

APPENDIX E

Bicycle and Pedestrian Route Signage

SIGN LEGEND

- (1) D11-1(24X18) & M4-6(12x9)
- (2) D11-1(24X18) & M5-1L(12X9)
- (3) D11-1(24X18) & M5-1R(12X9)
- (4) D11-1(24X18) & M6-6L(12X9)
- (5) D11-1(24X18) & M6-6R(12X9)
- (6) D11-1(24X18) & M6-4(12X9)
- (7) D11-1(24X18) & M6-3(12X9)
- (8) D11-1(24X18) & M6-1L(12X9)
- (9) D11-1(24X18) & M6-1R(12X9)
- (10) D11-1(24X18) & M6-2L(12X9)
- (11) D11-1(24X18) & M6-2R(12X9)
- (12) D11-1(24X18) & M5-2L(12X9)
- (13) D11-1(24X18) & M5-2R(12X9)
- (14) D11-1(24X18) & M6-7L(12X9)
- (15) D11-1(24X18) & M6-7R(12X9)
- (16) D11-1(24X18) & M6 5L(12X9)
- (17) D11-1(24X18) & M6-5R(12X9)
- (18) D11-1(24X18) & M6-3(12X9)
& M6-4(12X9)
- (19) D11-1(24X18) & M6-7L(12X9)
& M6-7R(12X9)
- (20) D11-1(24X18) & M6-2L(12X9)
& M6-2R(12X9)
- (21) D11-1(24X18) & M6-1(12X9)
& M6-2R(12X9)

1



D11-1 (24x18)



M4-6 (12x6)

2



D11-1 (24x18)



M5-1L (12x9)

3



D11-1 (24x18)



M5-1R (12x9)

4



D11-1 (24x18)



M6-6L (12x9)

5



D11-1 (24x18)



M6-6R (12x9)

6



D11-1 (24x18)



M6-4 (12x9)

7



D11-1 (24x18)



M6-3 (12x9)

8



D11-1 (24x18)



M6-1 (12x9)

9



D11-1 (24x18)



M6-1 (12x9)

10



D11-1 (24x18)



M6-2L (12x9)

11



D11-1 (24x18)



M6-2R (12x9)



12



D11-1 (24x18)



M5-2L (12x9)

13



D11-1 (24x18)



M5-2R (12x9)

14



D11-1 (24x18)



M6-7L (12x9)

15



D11-1 (24x18)



M6-7R (12x9)

16



D11-1 (24x18)



M6-5L (12x9)

17



D11-1 (24x18)



M6-5R (12x9)

18



D11-1 (24x18)



M6-3 (12x9)



M6-4 (12x9)

19



D11-1 (24x18)



M6-7L (12x9)



M6-7R (12x9)

20



D11-1 (24x18)



M6-2L (12x9)



M6-2R (12x9)

21



D11-1 (24x18)



M6-2L (12x9)



M6-1 (12x9)



W11-1 (30x30)



W16-1P (18x24)



W11-2 (30x30)



W16-7PL (24x12)



W16-7PR (24x12)



HW11-1P (24x18)



APPENDIX F

Village of Maryville Resolution



RESOLUTION NO. 2026-15

**A RESOLUTION TO APPROVE THE VILLAGE OF MARYVILLE, ILLINOIS
BICYCLE AND PEDESTRIAN MASTER PLAN**

WHEREAS, on June 4, 2025, the Village of Maryville Board passed a resolution authorizing an application for grants to be submitted to the Metro East Park and Recreation District, seeking funding toward drafting a master plan promoting bicycle and pedestrian connectivity within the Village of Maryville, Illinois; and

WHEREAS, on September 3, 2025, the Village of Maryville Board approved, by motion, the hiring of Juneau & Associates, for the drafting of a master plan promoting bicycle and pedestrian connectivity for the Village of Maryville; and

WHEREAS, since September 3, 2025, the Engineering Firm of Juneau & Associates prepared the attached Bicycle and Pedestrian Master Plan for the Village of Maryville; and

WHEREAS, the Village of Maryville Board hereby finds the attached Bicycle and Pedestrian Master Plan for the Village of Maryville, will promote the public good.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF MARYVILLE, COUNTY OF MADISON, AND STATE OF ILLINOIS, that the attached Bicycle and Pedestrian Master Plan for the Village of Maryville is hereby approved.

Be it further hereby resolved that this Resolution may be attached to said Bicycle and Pedestrian Master Plan as an appendix document to said Master Plan.

This Resolution shall take effect upon passage, and may be published in pamphlet form by the Office of the Village Clerk.

PASSED AND ADOPTED by the Board of Trustees of the Village of Maryville, Illinois

this 3rd day of June, 2026.

R. Todd Bell yes

Julie Clark yes

Larry Gullledge yes

Gary Kukla _____

Rod Schmidt yes

Mike Vallino yes

Wayne White _____

Wayne White

WAYNE WHITE

President, Board of Trustees
Village of Maryville, Illinois

ATTEST:

Tammy Warner

TAMMY WARNER
Village Clerk

(SEAL)

