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Finding the Sweet Spot: The Culture and Economics behind SIU Parking Policy, 1946–1989

On Wednesday night, January 30, 1980, a Southern Illinois University Carbondale student leaves Quatro's Deep Pan Pizza's famous one dollar pitcher night, and steps into the twenty-degree Fahrenheit weather. Five inches of snow crunch beneath his feet, flurries blur his vision. Through the fluttering snow, he sees a tow truck hauling away a 1971 Ford Pinto Wagon. It is his 1971 Ford Pinto Wagon. Despite the inclement weather, the city towed twenty-seven cars for being "parked on snow routes."¹

This incident highlights an often-overlooked part of life at Southern Illinois University (SIU), and cities and towns across the United States: parking. Between 1946 and 1989, the term "parking" appeared in the student-run *Daily Egyptian*, and its antecedent *The Egyptian*, more than 3,300 times in journalistic reports, complaint letters to the editor, and ads promoting local businesses' free parking.² This was evident both at SIU as a whole and the main campus in Carbondale (SIUC).³ While often an afterthought, parking policy was a powerful undercurrent in the lives of SIU students, faculty, staff, and visitors. These policies shaped the SIUC campus, both physically in its layout, and culturally by influencing its students' behaviors. From 1946 to 1989, parking policy was contingent on student enrollment, the university's economics, and the culture of its students.

A student interested in the history of SIU's parking situation has few options in finding a centralized source. Books such as *Southern Illinois*

- 1 This incident is a creation of the author based on oral histories and the Daily Egyptian article; Midwestern Regional Climate Center, "The Weather the Day You Were Born," Accessed October 6, 2018, https://mrcc.illinois.edu/CLIMATE/birthday/birthday_out2.jsp; Mary Ann McNulty, "Snowclouds Dump Fines, Tow Fees on Cars Left Parked on Snow Routes," *The Daily Egyptian*, February 1, 1980, https://opensiu.lib.siu.edu/cgi/viewcontent.cgi?article=1000&context=de_February1980.
- 2 Searching: "Daily Egyptian," Accessed October 26, 2018, https://opensiu.lib.siu.edu/do/search/advanced/?q=%22parking%22&start=0&start_date=01%2F01%2F1946&end_date=01%2F01%2F1990&context=4100544&sort=score&acet=-. University Online Archives only have Daily Egyptian articles up to 1989.
- 3 Throughout this paper both SIU and SIUC will be used. The former refers to a policy of the university as a whole, the later refers to only the Carbondale campus, which is the focus of this paper.

University, A Pictorial History fail to mention the parking situation.⁴ The only source that contains information about the campus's parking history is the Department of Public Safety's (DPS) website. That history is limited to five short paragraphs, four of which are about the 1950s.⁵ Attempts to find evidence in support of some of the DPS's claims ended in failure, though it appears University administration reviewed parking tickets on a case-to-case basis in the early days.

The lack of scholarship directly tied to the parking situation requires a broadening of the investigation into potential sources. Frequently, this present study draws on the history of parking policies, the adaptation of parking into cities and towns, and the history of American car culture. *Rethinking a Lot* by Eran Ben-Joseph provides historical details of the design of parking lots. Ben-Joseph's work focuses largely on the aesthetics and cultural impact of parking lots.⁶ *Parking Management Best Practices* advises urban planners to take an economical approach to parking design. At the time of the book's publication, its author, Todd Litman, served as the director of a research organization, which focused on solutions to parking and transportation issues.⁷ While brief, Litman's work provides parking tips for university settings. Although his specific examples are for Canadian universities, there are similarities to SIUC. Dr. Donald Shoup uses many critical sources for this work, allowing a comparison between SIU policies and what today is considered good parking practices. Shoup served as a Distinguished Research Professor in the Urban Planning Department at UCLA as recently as 2018.⁸ He published *The High Cost of Free Parking* in 2005.⁹ In 2016, he gave a fifty-five-minute interview in an episode of the "Adam Ruins Everything" podcast. Adam Conover, the show's host, refers to Shoup as "America's foremost parking guru."¹⁰ This present study compares SIU parking policy with what these experts consider to be good parking policy to

4 Betty Mitchell, *Southern Illinois, A Pictorial History*, (Saint Louis, MO: G. Bradley Publishing Inc., 1993).

5 SIU Department of Public Safety, "History of the Department of Public Safety," "Parking Division," Accessed October 24, 2018, <https://dps.siu.edu/history.php>.

6 Eran Ben-Joseph, *Rethinking a Lot*, (Cambridge: The MIT Press, 2012).

7 Todd Litman, *Parking Management Best Practices*, (Chicago: American Planning Association, 2006).

8 Luskin School of Public Affairs, "Donald Shoup," Accessed October 24, 2018, <https://luskin.ucla.edu/person/donald-shoup/>; "Donald Shoup," Accessed October 24, 2018. <http://www.shoupdogg.com/>. This is a real website, he and rapper Snoop Dogg grew up in the same part of LA.

9 Donald Shoup, *The High Cost of Free Parking*, (Chicago: American Parking Association, 2005).

10 Donald Shoup, interview by Adam Conover, *Adam Ruins Everything Podcast*, Spotify, September 28, 2016.

demonstrate how SIU succeeded and how it struggled, and paints a picture of consumer and car culture clashing with economical parking practices.

SIU changed drastically during the twentieth century. The campus, then called Southern Illinois Normal University (SINU), did not appear on the official state map in 1950, while other universities did.¹¹ Its parking policy followed that trend, hardly being mentioned throughout the first half of the century. The first surviving mention of a parking policy on campus occurred in a 1946 article of *The Egyptian*.¹² The article was tucked in a small corner of the paper overshadowed by grander titles. "Parking Rules" served more to inform drivers where to park and boasted that SINU had gone without an "accident ... within the last fifteen years."¹³ The fledgling Carbondale campus had just a few thousand students, and the war kept cars off the road. As a result, SINU did not see parking as a problem.¹⁴

The laid-back attitude toward parking continued only briefly into the 1950s. Leonard Turner, one of the five campus police officers in 1950, told *The Egyptian*, "the only trouble we have with students is the disregard for parking rules and driving too fast on campus."¹⁵ The disregard for parking rules became enough of an issue that SIU banned parking in the most crowded areas on campus to anyone other than faculty and students who were either disabled or commuting. These rules went into effect on October 13, 1950.¹⁶ According to the reporter, "Some students and faculty protest[ed] the new rules." By June 22, 1951, Dean of Men Ian Clark Davis, head of the recently created Parking Committee, loosened the regulations at least for the summer term.¹⁷ At least eight articles in *The Egyptian* from September 1950 to June 1951 reference complaint letters, tickets and problems with the implementation of the parking system. By January 1951, SIU issued

11 Illinois Automobile Department and Illinois State Library, "1950 Illinois Road Map," Accessed October 24, 2018, <http://www.idaillinois.org/cdm/compoundobject/collection/isl9/id/76/show/74>.

12 "Parking Rules," *The Egyptian*, October 4, 1946, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1000&context=de_October1946.

13 Ibid.

14 SINU was renamed Southern Illinois University in 1947.

15 "Campus Cop Turner Describes Policing Job," *The Egyptian*, June 22, 1950, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1002&context=de_June1950.

16 "New SIU Parking System Goes into Effect Today," *The Egyptian*, October 13, 1950, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1001&context=de_October1950.

17 "Davis Releases Parking Rules for Summer Term," *The Egyptian*, June 22, 1951, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1001&context=de_June1951; B.H., "A Lot of Complaints" *The Egyptian*, September 22, 1950, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1002&context=de_September1950.

450 parking tickets.¹⁸ The pushback by students forced the university to implement a more structured parking system.

As the university struggled with the parking issue into the 1950s, those in charge of the campus made one thing abundantly clear. SIU wanted to keep the revenue generated from parking tickets for itself. On May 27, 1955, the Board of Trustees voted to allow the university to levy parking fines themselves, rather than the City of Carbondale.¹⁹ This raised questions as to the relationship between campus and city: Was the growing campus trying to separate itself from the city, or was the city trying to distance itself from the campus? Perhaps the school felt it could efficiently handle its own parking situation. SIU began to apply money collected from fees to parking infrastructure and upkeep. These early campus wide parking programs worked toward once again offering free parking across campus. Throughout the mid-1950s, parking was available to all students, however the University reserved the most accessible spaces for the disabled, commuters, and faculty. The goal in mind was to keep campus traffic moving with parking for all.

Free parking for all came to a halt in 1957. A “decision by the board on [August] 3, 1956” went into effect the following year. The policy stated that “no freshmen will be allowed automobiles.”²⁰ The Carbondale campus banned parking during the school day for all undergraduate students.²¹ SIUC also banned any student living on campus or on academic probation from having a car. The University made exceptions to the ban for commuters, which they defined as anyone coming from beyond two miles, community residents, those permanently living in Carbondale, married students, and the physically disabled. The university identified these groups as people who needed a car to commute to work, or to serve their families.²² SIU

18 Searching: “Daily Egyptian,” Accessed June 30, 2019, https://opensiuc.lib.siu.edu/do/search/?q=%22parking%22&start=0&context=4100544&facet=publication_year%3A1950; Searching: “Daily Egyptian,” Accessed June 30, 2019, https://opensiuc.lib.siu.edu/do/search/?q=%22parking%22&start=0&context=4100544&facet=publication_year%3A1951#; Dates include 1950: September 15, September 22, October 13, November 3, November 14, November 17, 1951: January 19, and February 16. It should be noted, one positive review also makes the paper on November 21, 1950, and the paper’s official stance was in support of the parking policy.

19 “Proceedings and Minutes of the Board of Trustees Meeting May 27, 1955,” 4, 9. Southern Illinois University Board of Trustees records, 1873–2018: Series 1: Minutes and Matters File, 1873–2018. Southern Illinois University Special Collections, Carbondale, Illinois.

20 “Morris Appoints Group for Studying Parking,” *The Egyptian*, January 29, 1957, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1006&context=de_January1957.

21 SIU, DPS, “Parking”.

22 “Revised Vehicle Regulations Released by University,” *The Egyptian*, July 24, 1957, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1001&context=de_July1957.

attracted students who traditionally could not afford college; if a job was necessary for a student to attend, then SIU could accommodate. Notably, community residents and those living in Carbondale could have a car but could not park on campus. Those students who had cars also paid a three-dollar fee for a parking permit. The permit did “not entitle the student to a parking privilege.” In other words, having the permit did not guarantee students a parking space.²³ The laid-back rhetoric allowing free parking for everyone had completely disappeared in less than a decade. Why the sudden change?

Enrollment figures provide some of the evidence needed to explain this policy shift from free to paid parking. When parking policies first began to appear in 1946, SIU’s enrollment had gone from 1,073 students, in 1945, to 2,718 undergraduate students in 1946. By 1949, when talks of a parking committee first began, enrollment rose to 3,100 undergraduate students. As for the brief relaxation of parking policy between 1951 and 1954, enrollment fell slightly due to the draft and war breaking out in Korea, but the GI Bill soon brought more students to Carbondale. By the time parking enforcements picked up again, SIU was setting attendance records every year, a trend that continued until 1971.²⁴

The parking problem went beyond rising enrollment. The demand for consumer goods in the post-World War II economy extended to the automobile. For example, most “automakers didn’t have all-new designs until 1948 or 1949,” meaning it was not until the early fifties that automobile makers met consumer demand. Between 1950 and 1958, the number of registered cars on the road in the United States increased nearly 170 percent. The Federal Aid Highway Act of 1956 signed by President Eisenhower brought multi-lane interstates, the dawn of billboard advertising, and the drive-thru restaurant.²⁵ As car ownership boomed, so did student population, which grew over 140 percent from 1950 to 1958, even with the brief lapse between 1951 and 1954.²⁶ A large ad appearing in *The Egyptian* from January 22, 1952 proclaimed “Chevrolet Brilliantly New For ‘52! ... It’s Big, Bright and Beautiful!” and

23 Ibid.

24 Mitchell, *Southern Illinois*, 212.

25 Jesse Snyder, “No New Cars, but That Didn’t Stop U.S. Automakers, Dealers during WWII,” Accessed October 31, 2018, <http://www.autonews.com/article/20111031/CHEVY100/310319970/no-new-cars-but-that-didnt-stop-u.s.-automakers-dealers-during-wwii>; Elizabeth Woessner, “The Lasting Effect of 1950’s Car Culture,” Accessed December 2, 2018, <https://gunthertoodys.com/1950s-car-culture/>; “Federal Aid Highway Act of 1956,” Accessed August 25, 2019, <https://www.ourdocuments.gov/doc.php?flash=false&doc=88#>.

26 Mitchell, *Southern Illinois*, 212.

depicted a happy young couple driving through a bustling modern city.²⁷ American car manufacturers designed vehicles in multiple bright colors, tail fins, and convertible tops made to catch the eye. The car parked itself into the picturesque idea of the American Dream. The rising middle class not only attended college, but they brought their new cars with them.

Of course, with all this money to spend on cars, students would not have minded spending a little extra on parking. At least this seems to be the thought process of the SIU Board of Trustees. In 1957, the Board of Trustees had a surplus of \$1,000 from parking permits and tickets, which had not been spent on parking upkeep. It was agreed the money should be spent on some other aspect of the university. At their meeting on June 25, 1957, it was agreed that the funds would go towards the construction of the new Student Center.²⁸ This would begin a trend at SIU using parking to fund ambitious construction goals. While there were few accounts of student dissatisfaction found in *The Egyptian* for the rest of the decade, the students of the 1960s saw it as a point of major contention.

The 1960s began with the same policies as the 1950s. Rules were shortened but tightened and University officials streamlined the process. SIU policy continued to allow commuters to apply for exemptions throughout the decade. The following policy published in the 1963–1964 bulletin best sums up the decade’s “Motor Vehicle Policy”:

Southern Illinois University is dedicated to provide the best possible experiences in higher education for talented students regardless of financial means. Expenditures for unessential student motor vehicles are not compatible with this philosophy, and the use of motor vehicles is not deemed a necessary part of an education. A student who feels a strong desire to have a motor vehicle at the university but who has no real need for one should accept the fact he will not have a motor vehicle at Southern.²⁹

The official statement from the university painted a picture of the SIU culture not being compatible with inessentials, such as owning a car or needing to park it on campus. Ironically, the growing Edwardsville campus was excluded from this policy. As Dr. Donald Shoup pointed out in *The High*

27 “Chevrolet Brilliantly New For ‘52,” *The Egyptian*, January 22, 1952, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1005&context=de_January1952.

28 “Proceedings and Minutes of the Board of Trustees Meeting June 25, 1957,” 11, 5, Southern Illinois University Board of Trustees records, 1873–2018: Series 1: Minutes and Matters File 1873–2018, SIU Special Collections, Carbondale, Illinois.

29 *Southern Illinois University Bulletin: Student Guidebook 1963–1964*, (Carbondale, IL: Southern Illinois University Press, 1963).

Cost of Free Parking, free parking is not free.³⁰ The expense of development and upkeep had to be passed on to someone. Early 1960s SIUC decided to avoid the additional expenses by banning the automobile for a significant portion of the student population, arguing a car was not necessary, whether the students agreed or not.

Another point found in the 1963–64 bulletin revolved around the term “motor vehicles” rather than automobile. The term “motor vehicles” may have applied to all forms of transportation, not just cars. Motorcycle policies could not be found until the 1970s when the campus designated specific parking spots for them.³¹ By calling for a ban on “motor vehicles,” the university kept multiple forms of transportation in check, which it limited just to the commuters approved by the university and willing to pay for a parking sticker.

According to the SIUC Department of Public Safety’s Parking Division history, the crackdown reached a point where “students found with an illegal vehicle parked within twenty miles of the campus were fined fifty dollars and faced a possible suspension from school.”³² Students had to report directly to the Office of Student Affairs at the time, but it remains unclear how the Dean of Men, Ian Clark Davis dealt with individual situations.³³ If the fifty-dollar fine proved to be true, this suggested the low cost of commuter parking stickers could not cover the expenses of parking lot upkeep.

Despite the ban for on-campus students, commuters still needed to attend class. The city curbs became so rife with student parking that it installed meters in 1963. The student council president, Dick Moore, told the recently renamed *Daily Egyptian* these parking meters were a top priority of the student government.³⁴ Dan Finke, SIU class of 1967, recalled: “I commuted from Herrin. I would park at the meters because they were reasonable, and a lot closer than a commuter parking permit allowed you to park.”³⁵ The city cashed in on students like Finke. The city had lost its revenue source from university parking a decade prior, and now provided what some considered a necessity to the students. The university’s apparent refusal to spend and develop parking became a revenue source for the City of Carbondale.

SIU still desired cheap parking for its commuters in order for them to be able to hold jobs or help family members, and it continued to make

30 Shoup, *Parking*.

31 “Bicycle and Motorbike Traffic Regulations,” 673, 10. David R. Derge Collection, SIUSC, Carbondale, Illinois.

32 SIU DPS, “Parking”.

33 Ibid; “Revise,” 1957; *Bulletin* 1963–64.

34 “Council to Concentrate on Students’ Problems,” *The Daily Egyptian*, September 24, 1963, https://opensiu.lib.siu.edu/cgi/viewcontent.cgi?article=1000&context=de_September1963.

35 Dan Finke, Personal Interview with author, October 20, 2018.

exceptions to the parking rules.³⁶ Finke, however, provided evidence that not all commuters in the 1960s did so for strictly economic purposes. “I drove a lighting blue 1958 Chevy Convertible,” Finke recalled his car fondly, a long sleek design with tail fins, “you pick up a lot more girls in a convertible than you do in a dorm room.”³⁷ Finke’s case displays the cultural power behind owning an automobile. The students were not interested in what was economical for the university, nor were they on board for being told what the culture of a university should be. The young men and women attending SIU were no doubt attracted to the notion of having a car, and for more than just practical reasons.

Even while many students were barred from parking, commuters, staff, faculty, and graduate assistants took a significant hit to their wallets in the late 1960s and early 1970s. In 1968, parking permit cost went from three dollars for a general parking pass to forty-five dollars for a blue faculty pass, twenty dollars for a red student pass, and five dollars for a silver student pass.³⁸ The prices increased again in 1969 to sixty-five dollars for blue, thirty-five dollars for red, and fifteen dollars for silver.³⁹ While the prices returned to reasonable rates by 1971, parking ticket enforcement also seemingly increased. A 1970 report titled “Faculty and Staff Outstanding Traffic Tickets” revealed twenty-eight ten-dollar tickets issued to a Carol Halstead and forty-four ten-dollar tickets issued to Educational Psychology professor Joe Liberto in the course of a year.⁴⁰

The university in the 1960s and into the early 1970s strongly considered constructing a monorail. The first hint of the monorail appeared in the *Daily Egyptian* in 1962. Mrs. Dorothy Morris, wife of then President Delyte Morris, mentioned the interesting “elevated-car system” at the 1962 Seattle World’s Fair. The plan gained traction in the late 1960s, often echoing calls for a system of public transport. By 1973, SIU’s new President David R. Derge expressed “an optimistic outlook” for the monorail project. *The Daily Egyptian* reported plans to attempt to make the monorail a city-wide endeavor, which Derge saw as an opportunity to alleviate traffic issues. Derge reported to *The Daily Egyptian* that the monorail would “focus a great deal of attention on this University’

36 *Bulletin*, 1963-64.

37 Finke, Interview.

38 “Letter from Traffic and Parking Committee Chairmen R. C. Anderson to SIU President Dr. Derge,” Box 634, 20. David R. Derge Collection, SIUSC, Carbondale, Illinois. According to “CPI Inflation Calculator,” Accessed October 24, 2018, <https://data.bls.gov/cgi-bin/cpicalc.pl>, in 2018 dollars: \$315 for a blue pass, \$140 for a red pass, and \$35 for a silver.

39 “Anderson to Derge,” According to “CPI,” in 2018 values: \$430 for blue, \$230 for red and \$100 for silver.

40 “Faculty and Staff Outstanding Traffic Tickets,” Box 635, Folder 7, David R. Derge Collection, SIUSC, Carbondale, Illinois; “Liberto” Accessed December 1, 2018, <http://hosting-15103.tributes.com/obituary/show/Joseph-C-Liberto-92626236>.

because it will provide an impetus for academic research into urban mass transit systems ... [and it] 'will allow me to get from Anthony Hall to the barbershop in less than eighteen minutes.'" ⁴¹ A 2013 study by *Daily Egyptian* reporter Stephanie Danner found the 1970s plan would have put large parking garages where the dorm towers now stand. ⁴² This would keep campus largely car free, as the monorail would shuttle students into campus, and possibly all around Carbondale.

SIU also considered less costly options. In the same article that Derge expressed his "optimistic outlook" for the monorail, he reported "the budget outlook for next year [1974] is still at a standstill."⁴³ With half of its students living off-campus and enrollment being projected to be in the 20,000s or even 30,000s by 1980, SIU's parking infrastructure was still inadequate, monorail or not. In 1970 SIU created a Traffic and Parking Advisory Committee (TPAC) to come up with solutions in addition to the monorail to help alleviate the situation at the Carbondale campus. A 1971 letter from John Lonergan to TPAC showed SIU had inquired about receiving federal funding to upgrade parking facilities.⁴⁴ The budget issues forced TPAC to find alternatives. These alternatives would include parking garages, additional surface parking lots, and remote lots with a more traditional transit system, such as electric tram cars or diesel-powered buses. Ultimately, the university scrapped the monorail in favor of a more traditional solution.

SIU moved in favor of a plan created in conjunction with Carl Walker and Associates (CWA), an engineering firm from Elgin, IL. *SIU Parking and Traffic Study* published in August 1973 by CWA took an in depth look at the parking and traffic situation in 1973, and outlined plans to build and expand current parking infrastructure in anticipation for a growing SIUC campus. The most notable plan evolved into the Faner Parking Garage, a multi-story garage placed between the student center and Faner Hall. Positioned as the first accessible building on the campus's main entrance, the parking garage would open in 1976.

CWA's study provided concrete details as to the parking situation at SIU. In 1973, the study concluded that the campus had 8,100 parking spaces

41 David R. Derge quoted in: Marcia Bullard, "Derge Sees Benefits of SIU Monorail," *The Daily Egyptian*, May 17, 1973, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1014&context=de_May1973.

42 Stephanie Danner, "Old Monorail Plan Offered Solution to Parking," October 7, 2013, <https://dailyegyptian.com/9305/news/old-monorail-plan-offered-solution-to-parking/>.

43 Bullard, "Monorail," *Egyptian*.

44 Mary Wright, "Minutes of the Traffic and Parking Advisory Committee, 07/16/1970," Box 635, Folder 7, David R. Derge Collection, SIUSC, Carbondale, Illinois; John Lonergan, "Memo To: Traffic and Parking Advisory Committee, 03/09/1971," Box 634, Folder 20, David R. Derge Collection, SIUSC, Carbondale, Illinois.

available, but 980 spaces were in remote parts of campus and an additional 419 were restricted for university vehicles. Thus, in practice, only 6,700 parking spots were “effective.” CWA’s idea of an effective space consisted of parking spots that could be used daily by commuting faculty and students. The remote parking space could still be useful, though, as overnight parking for on-campus students. CWA also estimated a deficit of 410 efficient spaces in 1974, and a total deficit of 2,400 spaces. By 1980, they estimated a deficit of 1,480 efficient and 4,500 total spaces.⁴⁵ The CWA study further cemented the campus’s fears that parking demand would cripple university infrastructure.

The CWA solution offered three new surface parking lots and what would become the Faner Parking Garage. According to evidence in the report, only first-year students were then barred from having a car.⁴⁶ To accommodate, new overnight lots were to be added on west campus near the dorm rooms and law school, and on east campus with access from Wall Street and walking paths back to the tower dorms. Over the next few years, SIUC added commuter lots across from the Student Recreation Center, next to the science building, and opposite the campus on Illinois Avenue. Of course, the Faner Parking Garage (simply called “Parking Structure” at this point) would also serve as commuter parking, offering 410 centrally located parking spots. SIUC eventually constructed all the lots, with the exception of the one on Illinois Avenue, which, the city constructed.

The CWA’s plan largely succeeded and would be the last major parking development on SIUC campus. Dr. Joseph Karmos was a Professor of Educational Psychology at SIUC from 1976–2006. He recalled some minor problems with parking, stating “it would be once a month I’d have difficulty finding a parking space.”⁴⁷ Dan Shannon worked in a few different roles, largely around the Department of Health and Department of Safety from the mid-1970s until 2013. He chuckled when he remembered, “people complain because they would get a ticket over this or that ... but most who complained were those who parked where they shouldn’t be parked!”⁴⁸ Both men recalled having to purchase parking passes but could not remember exact prices. Neither man thought the University over-priced permits and both described their experiences with the parking department as positive. The two men’s experiences exemplify the faculty’s overall satisfaction with parking at SIUC. This is not to say dissenters did not exist.

45 Carl Walker and Associates, John Holm, *SIUC Parking and Traffic Study*, (Elgin, IL: Carl Walker and Associates Inc., 1973). Found in: Box 678, David R. Derge Collection, SIUSC, Carbondale, Illinois.

46 Ibid.

47 Dr. Joseph Karmos, Personal interview with author, September 26, 2018.

48 Dan Shannon, Personal interview with author, October 6, 2018.

The blue faculty and red commuter student parking system that had existed since the 1950s became a point of contention for many students on multiple occasions. Joyce Hudson and Sarah McCree penned a letter to *The Daily Egyptian* disapproving SIU's use of student parking fees to build the Faner Parking Garage and only allow blue faculty passes to park there.⁴⁹ Bud Vandersnick, a staff writer for *The Daily Egyptian*, penned a column calling for student access to blue parking permits, stating "there are many more parking spaces available for faculty and staff members than there are for students even though students far outnumber faculty and staff." Vandersnick wanted equal opportunity at parking, saying some but not all students would be willing to pay "an additional \$20" for a blue sticker.⁵⁰ These students showed frustration at an artificial lack of parking spots as a result of parking policy.

On top of the artificial shortage, students also continued to call for a public transportation system for the university or city. As early as 1965, calls for a city-wide bussing system appeared in *The Daily Egyptian* from students and faculty alike.⁵¹ While SIU acknowledged this in its early 1970s parking solutions, it is unclear as to why the university did not go through with these plans. There are at least two possible answers. The first, a lack of cooperation with the city of Carbondale. Many articles in *The Daily Egyptian* are aimed not just at SIU, but at city hall as well. It was ultimately the Carbondale City Council that needed to approve mass transit, though a committee of SIU students and faculty lobbied hard for it in 1989.⁵² Further research into Carbondale archives could prove this theory. The second answer is that not all students saw a need for a centralized bussing system. Many living communities had their own bussing systems to and from campus, and a city bus did run from Murphysboro to Carterville. Both Sarah Haas and Dan Shannon remember such services. Shannon also worked closely with bus services in Southern Illinois to create shuttle services between cities, stopping at key points such as hospital. Perhaps these privately-run services were doing enough in the eyes of the university.

49 Sarah McCree later changed her name to Sarah Haas.

50 Joyce Hudson and Sarah McCree, "More Parking?" *The Daily Egyptian*, December 18, 1974, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1011&context=de_December1974; Bud Vandersnick, "Parking Privilege Must Be Equitable," *The Daily Egyptian*, October 13, 1977.

51 David Omar Born, "A Proposal to the Carbondale Merchants," *The Daily Egyptian*, November 10, 1965, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1006&context=de_November1965; "CDBG program: A Lot of Planning, A Little Dreaming," *The Daily Egyptian*, October 31, 1975, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1022&context=de_October1975.

52 Lisa Miller, "City Council to Review Transit Issue Tonight," *The Daily Egyptian*, September 19, 1989, https://opensiuc.lib.siu.edu/cgi/viewcontent.cgi?article=1012&context=de_September1989.

Not all students saw a need for additional parking. Dan Shannon earned both a bachelor's and master's from SIU from 1967–1974, and then worked for SIU until 2013. Shannon, who owned a car in his final year as a student, recalled “You don’t need to be spending ten minutes driving around for a spot to park, like sometimes we did ... but most times as a student, I found out it was because they didn’t want to park and have to walk.” Shannon, who lived close to campus, remembered: “It never bothered me to walk, I didn’t even need a car on campus when I went to school.”⁵³ Shannon was not alone in this view. Sarah Haas, who attended and golfed for SIUC from 1973–1976, remembers many students riding bikes to campus, something she herself did.⁵⁴ Haas claimed biking was just more convenient than having to find a parking spot. SIUC began encouraging bike traffic in 1973, requiring students to register bikes at a price of one dollar.⁵⁵ The actions helped cut back bike theft, and organized bicycle parking. Registration fees and ticketing offenders raised money to pay for bike infrastructure including paths and parking racks.

Biking and walking remained the choice of many students throughout the 1980s. Mike Bradley, class of 1986, drove his 1971 Ford Pinto Wagon from Springfield, Illinois and lived at the University Village apartment complex on Grand Avenue during the 1984–1986 school years. Bradley remembered five out of six of his roommates (himself included) owned cars, but only one of them ever bought a SIUC parking permit. “It was just easier to walk, but it was nice to have a car to drive back home, or sometimes around town.”⁵⁶ For those living close to campus, SIUC and the City of Carbondale provided street walks and bike paths for easy access to campus.

Even as enrollment boomed, parking complaints were manageable because of the CWA’s and SIU’s planning to accommodate up to 30,000 students. While *The Daily Egyptian* printed the occasional complaint about a ticket, these were few and far between, often with special circumstances surrounding the situation. Interestingly, there was little praise for parking policy getting it right, perhaps because parking only entered the minds of those who had negative experiences with it.

In providing viable parking options on campus, SIUC was in many ways ahead of its time. Dr. Donald Shoup’s, Eran Ben-Joseph’s, and Todd Litman’s work on modern day good parking practices emphasize the need for good bike and walking infrastructure. The CWA’s master parking plan called for the construction of pedestrian bridges across Illinois Avenue, and argued to

53 Shannon, Interview.

54 Sarah Haas, interview with author, October 7, 2018.

55 “Board Staff Comments - 09/14/1973,” Box 673, Folder 10, David R. Derge Collection, SIUC, Carbondale, Illinois.

56 Mike Bradley, interview with author, August 24, 2018.

re-route US Route 51 and IL Route 13 around Carbondale.⁵⁷ The investment in centralized parking infrastructure and providing alternatives to parking is similar to modern good practices. After the 1973 improvements were completed, SIUC parking was very much in-line with many of the modern parking practices outlined in Dr. Shoup's *The High Cost of Free Parking*. The centralized parking structures, like the Faner Parking Garage, would be applauded by modern day parking plans, like those dreamt up by Shoup or Litman, as parking lots take up valuable space that can be used more efficiently for other endeavors. SIUC implemented another good modern practice in the abundance of parking alternatives. Despite a lack of public transportation provided by the university, SIUC encouraged bike and foot traffic. Shoup's principles condone using student fees to fund parking, as free parking would otherwise have to come from tuition payments or additional fees. His model called for those who are parking to pay for it themselves. While this might have resulted in higher parking permit costs, it would have both encouraged commuters to find alternatives and the burden of the fees would not have fallen on those who did not own cars or drive them to campus, such as Bradley or Haas.

Parking at SIUC was a blend of budgets, enrollment, and culture coming together to play a key part in the academic community. In many ways the history of parking reflected the culture of the university, and the cultural shift of the nation. Parking required faculty and staff to compromise and listen to students on how to ensure students would be able to attend classes. It pushed for compromise, innovation, and balanced budgets. It reflected the boom and growth of a university, which went from a few thousand to 25,000 students in a forty-year period. By no means could this essay cover every detail of parking's history. 3,309 mentions in *The Daily Egyptian* alone do not even include questions of mass transportation or the relationship between the City and the University. From the time of this paper's first draft to its publication in this journal, I have found many exciting new avenues and possibilities for future research. It is upsetting not to be able to include them here. This paper was limited to 1946–1989 because the 1990s are an awkward period for SIU Archives, which have not transcribed many of the documents from that decade to digital formats. Likewise, the early digital formats from that era may be lost forever.⁵⁸ Visual culture, such as maps from early parking policies, no doubt existed, but rarely survived to the present day. The picture we are left with at this time is one of a university and its relationship with those participating in academic community. It is a story of economic and cultural shifts hashing out

57 Walker, Holms, *Study*.

58 "Wayback Machine," Accessed December 12, 2018, <https://archive.org/web/>, The Wayback Machine is currently the only way to view this period of SIU History.

their differences, and in the process physically and bureaucratically shaping a college campus. Consumer culture and demand, fiscal booms, busts and budgets, and the thousands who enrolled in SIUC influenced these dynamics. While some relationships had their ups and downs, the positive optimistic outlook that President David Derge had for the monorail serves as a good overall representation for SIU's parking history.

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