CONFERENCE BOOK

UZAKDOĞU 7. ULUSLARARASI UYGULAMALI BİLİMLER KONGRESİ

20 - 26 AĞUSTOS 2026

TOKYO



FAR EAST ASIA 7th INTERNATIONAL CONFERENCE ON APPLIED SCIENCES

August 20 - 26, 2026
Tokyo

ISBN : 978-625-8795-39-4

ACADEMY GLOBAL PUBLISHING HOUSE

FAR EAST ASIA 7TH INTERNATIONAL CONFERENCE ON APPLIED SCIENCES
AUGUST 20 - 26, 2026
TOKYO

Edited By
PROF. DR. BAŞAK HANEDAN

Issued: 10.09.2026
ISBN: 978-625-8795-39-4

ASSOCIATION & ACADEMIC INCENTIVES :
In the conference 28 papers have been presented by Turkish participants and 37 papers by international participants.
Members of the organizing committees of the conference perform their duties with an "official assignment letter"

The Contents Of This Book Are Solely Those Of The Authors.
Bu Kitabın içeriğinin tüm sorumluluğu yazarlarına aittir.

CONFERENCE ID

FAR EAST ASIA 7TH INTERNATIONAL CONFERENCE ON APPLIED SCIENCES

DATE – PLACE
AUGUST 20 - 26, 2026
TOKYO

ORGANIIZATION
ACADEMY GLOBAL CONFERENCES & JOURNALS

EVALUATION PROCESS
All applications have undergone a double-blind peer review process.

PARTICIPATING COUNTRIES
Turkey – Georgia – Tanzania- Nigeria- Singapore- Japan -UAE – Greece – Azerbaijan- Qatar – Romania- Indonesia- Moldova - Saudi Arabia- Egypt -Iran -

PRESENTATION
Oral presentation

No part of this book may be reprinted or reproduced or utilized in any form or by any electronic, mechanical or any other means, now known or hereafter invented, including photocopying and recording, or in any form of information storage or retrieval systems, without permission from the publishers.
Academy Global–2026©

FAR EAST ASIA 7th INTERNATIONAL CONFERENCE ON APPLIED SCIENCES
Aug 20 - 26, 2026 – Tokyo
ISBN NR. : 978-625-8795-39-4

PARKING USE AND MANAGEMENT NEEDS IN A COMPACT COASTAL CITY: A CASE STUDY

RESS. ASST. MUHAMMED FATİH YENTİMUR [1], ASSOC. PROF. DR. TUBA KÜTÜK-SERT [2]

[1] Recep Tayyip Erdoğan University, Faculty of Engineering and Architecture,
muhammedfatih.yentimur@erdogan.edu.tr – ORCID ID: 0000-0003-0496-9065

[2] Recep Tayyip Erdoğan University, Faculty of Engineering and Architecture,
tuba.kutuk@erdogan.edu.tr – ORDIC ID: 0000-0003-1747-9946

ABSTRACT

Urban parking shortages and inefficient space allocation can intensify traffic circulation, increase search time, and weaken access to compact city centers. This study evaluates parking-use patterns, user preferences, parking-search difficulties, perceived parking adequacy, and satisfaction with municipal parking services in Rize city center. A survey-based, cross-sectional, and descriptive design was used. Survey responses obtained through consecutive administration periods were harmonized and evaluated as an overall dataset; the analytical sample included up to 556 respondents, depending on the item. The results show that 375 of 551 respondents (68.1%) owned a private vehicle. Moderate private-vehicle use was the most common category, whereas 290 of 551 respondents (52.6%) reported using existing parking facilities rarely or very rarely. Parking demand was concentrated between 12:01 and 17:00, and covered or indoor parking was the leading facility preference. Finding a parking space was difficult for 475 respondents (85.4%), 419 (75.4%) evaluated the available supply as inadequate, and 396 (71.2%) considered charges high. Satisfaction was limited: 144 respondents (25.9%) were satisfied with municipal parking actions, while 198 (35.6%) were satisfied with the parking-meter service. Long-term expectations were divided, although deterioration was the largest single response category. The findings support an integrated policy package combining demand management, short-stay regulation, progressive pricing, physical and digital information, secure and well-maintained off-street facilities, public transport integration, and stronger enforcement of on-street parking rules.

Keywords: Urban parking; Parking behavior; Parking preference; Parking adequacy; Parking management; Rize

ISBN NR. : 978-625-8795-39-4

1. INTRODUCTION

Parking is an integral component of urban mobility because nearly every private-vehicle trip requires a space at its destination. When demand is concentrated in a city center and curb occupancy remains high, drivers may continue circulating while searching for a space. This additional movement consumes road capacity, increases travel uncertainty, and contributes to congestion, fuel use, emissions, and conflicts with pedestrians and moving traffic. Demand-responsive curb pricing and the maintenance of a small number of vacant spaces have therefore become central principles in contemporary parking management [1]. Behavioral evidence also indicates that parking prices and the expected availability of spaces can alter when drivers begin searching, how long they cruise, and whether they accept a more distant or off-street alternative [2-4].

Parking choice is not determined by supply alone. Users evaluate a bundle of attributes that includes price, walking distance, security, facility type, search time, accessibility, and the reliability of information. Recent discrete-choice studies show that the availability of alternatives and heterogeneity in user preferences materially shape the selection of on-street, open off-street, and covered facilities [5,6]. Evidence from Istanbul similarly demonstrates that parking-type preferences differ according to whether parking is paid or free and that driver, trip, and parking characteristics should be considered jointly [7]. These findings suggest that local parking policy should be informed not only by capacity inventories but also by how users perceive and interact with the available system.

Pricing and information strategies are particularly important where urban land is scarce. Progressive pricing can discourage long stays in high-demand locations and improve turnover, while poorly calibrated prices may be viewed as unfair or may shift demand to adjacent streets [8]. Smart-parking programs that integrate occupancy management, easier payment, and information dissemination can reduce traffic and support public transport, although their effectiveness depends on implementation quality and user adoption [9]. Recent research on parking applications further shows that digital tools must be convenient, credible, and inclusive; physical signs and conventional payment channels remain important for users who do not rely on smartphones [10].

Compact urban centers face additional constraints because commercial, administrative, educational, and health-related activities are concentrated within a limited area. Rize city center is located on a narrow Black Sea coastal strip and is bordered by steep terrain, which restricts developable land and concentrates traffic on a limited road network [11,12]. Seasonal visitor activity and the clustering of public and commercial destinations can further intensify short-duration parking demand. Under these conditions, expanding supply alone is unlikely to provide a durable solution. International reviews show that parking reforms produce mixed outcomes when pricing, enforcement, land-use policy, public acceptance, and alternative transport are not coordinated [13,14].

Despite the practical importance of parking in Rize, there is limited user-oriented evidence that jointly evaluates parking-use frequency, preferred facility types, information needs, search difficulties, service satisfaction, and expectations for future conditions. A comprehensive descriptive assessment can identify the areas in which municipal policy, facility operation, and

ISBN NR. : 978-625-8795-39-4

user communication require the greatest attention. This study aims to evaluate parking-use patterns, user preferences, parking-search difficulties, perceived parking adequacy, and satisfaction with parking services in Rize city center using a comprehensive survey-based dataset.

2. MATERIALS AND METHODS

2.1. Study Area

The study area covers Rize city center in northeastern Türkiye. The urban core has a narrow coastal settlement pattern, steep topography, and limited developable land. Commercial premises, public institutions, health services, educational facilities, and other high-attraction destinations are concentrated within a compact area. These spatial characteristics limit opportunities for large surface parking areas and increase competition between parking, traffic movement, pedestrian space, and other curbside functions. Growing vehicle ownership and seasonal mobility pressure further increase the importance of coordinated parking management.

2.2. Survey Design and Participants

The research was designed as a survey-based, cross-sectional, descriptive, and user-oriented urban parking assessment. The online questionnaire contained 23 core questions covering demographic characteristics, private vehicle ownership, vehicle-use frequency, parking-facility use, typical parking time, preferred parking type, information and pricing preferences, difficulties encountered while parking, perceptions of adequacy, satisfaction with municipal services, desired facility characteristics, and long-term expectations.

The survey data were collected through two consecutive online administration waves using largely equivalent questionnaires. After harmonization of the response categories, the distributions were pooled to obtain an overall analytical sample of up to 556 respondents. The number of valid responses varied by item, and lower item-specific denominators were retained when they were explicitly documented. Figure 1 summarizes the analytical scope of the assessment.

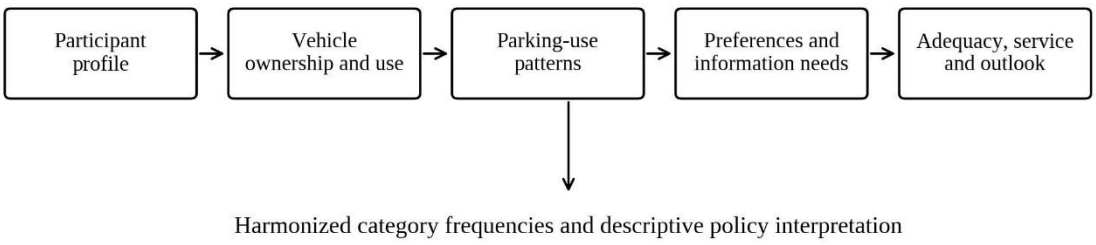


Figure 1. Analytical framework of the user-oriented urban parking assessment.

ISBN NR. : 978-625-8795-39-4

2.3. Data Harmonization

Equivalent questions and response categories were matched before aggregation. Exact frequencies reported in tables or explanatory text were used in preference to percentages. When only a chart percentage was available, the corresponding frequency was reconstructed from the valid analytical denominator and adjusted by the largest remainder method so that category totals matched the valid N. Semantically equivalent labels were translated into concise English categories; categories that did not represent the same concept were not forced together. Fully comparable items used administration-level analytical denominators of 305 and 251, whereas documented lower denominators were preserved for items with missing responses.

Nominal income bands were excluded because their boundaries were not directly comparable and income was not essential to the study objective. Parking-fee preferences were harmonized into broad policy categories rather than interpreted at a current price level. The original questionnaires used five- and ten-year horizons for the future parking condition item. Since both items measured the same directional expectation and used equivalent response categories, they were harmonized under the broader construct of long-term parking outlook. For the question on desired facility characteristics, multiple responses were allowed; therefore, the percentages for that item do not sum to 100%.

2.4. Descriptive Analysis

The analysis was limited to pooled frequencies, pooled percentages, response distributions, and policy-oriented interpretation. Results are reported as n (%) with one decimal place. Because participant-level microdata were not available, no regression, correlation, factor analysis, reliability analysis, participant-level cross-tabulation, or significance testing was conducted. Descriptive design supports identification of dominant preferences and critical service perceptions but does not establish causal relationships.

3. RESULTS AND DISCUSSION

3.1. Participant Characteristics

The harmonized age distribution covered a broad adult population (Table 1). Respondents aged 18-25 formed the largest category, with 161 participants (29.0%). The 26-35 and 36-45 groups each included 133 respondents (23.9%), while 96 respondents (17.3%) were aged 46-55. The smaller representation of participants aged 56 or above should be considered when interpreting preferences that may depend on digital familiarity or mobility limitations.

Table 1. Age composition of the respondents (N = 556).

Age group	n	%
18-25	161	29.0
26-35	133	23.9
36-45	133	23.9

ISBN NR. : 978-625-8795-39-4

Age group	n	%
46-55	96	17.3
56-65	27	4.9
65 or older	6	1.1
Total	556	100.0

3.2. Vehicle Ownership and Parking-Use Patterns

Private vehicle ownership was reported by 375 of 551 respondents (68.1%), indicating that the dataset strongly reflects users who directly experience parking demand. Private-vehicle use was most commonly moderate, reported by 172 of 550 respondents (31.3%). Frequent and very frequent vehicle use together accounted for 212 respondents (38.5%), whereas 166 (30.2%) used a private vehicle rarely or very rarely.

Use of existing parking facilities was less intensive than private-vehicle use. A total of 290 of 551 respondents (52.6%) used the facilities rarely or very rarely, while only 112 (20.3%) used them frequently or very frequently. This gap may reflect a mixture of on-street parking outside formally recognized facilities, limited facility convenience, or low perceived availability. Parking use was concentrated in the daytime: 291 of 535 respondents (54.4%) reported the 12:01-17:00 interval as their typical use period, followed by 134 (25.0%) in the 17:01-24:00 interval. The concentration of demand during commercial and public-service hours supports turnover-oriented regulation rather than uniform parking rules across the entire day.

Table 2. Vehicle ownership and parking-use characteristics.

Indicator	Category	n	%	Valid N
Private vehicle ownership	Yes	375	68.1	551
	No	176	31.9	551
Frequency of parking facility use	Very rarely	110	20.0	550
	Rarely	56	10.2	550
	Moderately	172	31.3	550
	Frequently	106	19.3	550
	Very frequently	106	19.3	550
	Very rarely	174	31.6	551
	Rarely	116	21.1	551
	Moderately	149	27.0	551
	Frequently	73	13.2	551
	Very frequently	39	7.1	551
Typical parking-use time	00:00-08:00	38	7.1	535
	08:01-12:00	72	13.5	535

ISBN NR. : 978-625-8795-39-4

Indicator	Category	n	%	Valid N
	12:01-17:00	291	54.4	535
	17:01-24:00	134	25.0	535

3.3. Parking Preferences and Information Needs

Parking-type preferences were comparatively balanced, but covered or indoor parking was the leading category, selected by 198 of 552 respondents (35.9%). Open off-street parking was preferred by 159 (28.8%), on-street parking by 152 (27.5%), and private or personal parking by 43 (7.8%). Figure 2 illustrates this distribution. The close shares of the three public-facing alternatives show that a single facility type cannot serve all users. Covered parking may be valued for protection and security, while open and on-street options can provide direct access and simpler circulation. This pattern is consistent with the literature showing that parking choice depends on multiple attributes, including price, walking distance, availability, and facility characteristics [5-7].

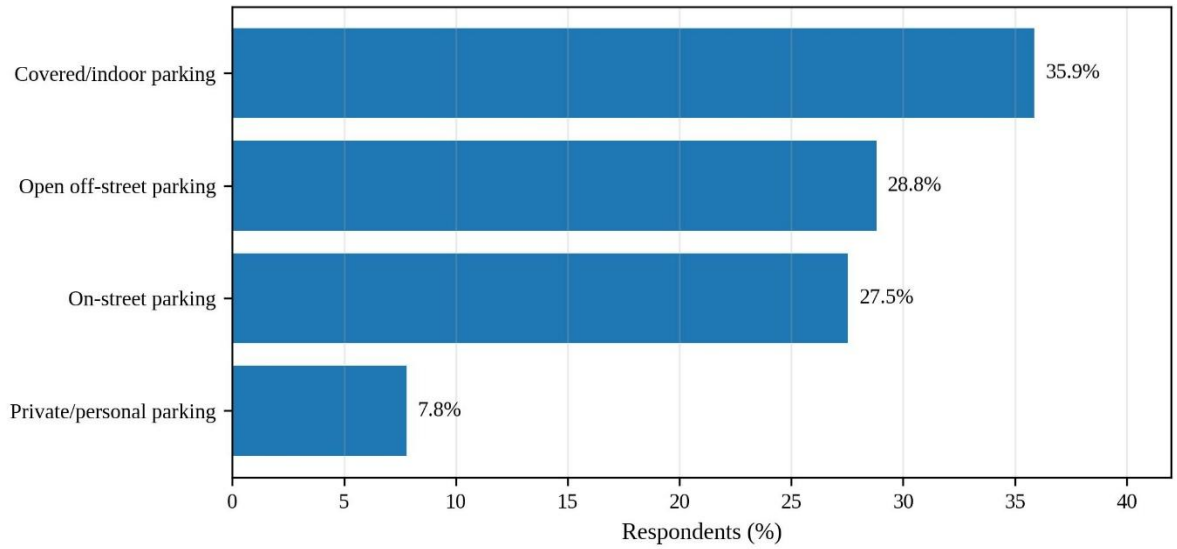


Figure 2. Preferred parking facility types (N = 552).

Signs and digital displays were the dominant information preference, selected by 336 of 556 respondents (60.4%). The result indicates that visible, location-based guidance remains essential even when smartphone services are available. A hybrid information strategy is therefore preferable: physical direction signs and variable-message displays can provide universal access, while mobile and web tools can offer real-time occupancy, navigation, and payment functions. The municipality was the preferred service provider for 482 respondents (86.7%), demonstrating a strong expectation of public responsibility for regulation and service quality.

A free or lowest-listed hourly charge was preferred by 453 respondents (81.5%). This distribution should not be interpreted as evidence that all parking should be free. Very low

ISBN NR. : 978-625-8795-39-4

prices in high-demand locations can reduce turnover and encourage prolonged occupancy. Instead, the finding signals the need for transparent, proportionate, and locally acceptable pricing. Progressive tariffs, a short free or low-cost initial period where appropriate, and higher marginal charges for longer stays can balance affordability with space turnover [1,2,8]. Clear communication about the purpose and use of parking revenue may also improve acceptability [14].

Table 3. Parking preferences and information needs.

Indicator	Category	n	%	Valid N
Preferred parking type	Covered/indoor parking	198	35.9	552
	Open off-street parking	159	28.8	552
	On-street parking	152	27.5	552
	Private/personal parking	43	7.8	552
Preferred information channel	Signs and digital displays	336	60.4	556
	Other information channels	220	39.6	556
Preferred service provider	Municipality	482	86.7	556
	Other provider arrangements	74	13.3	556
Preferred hourly charge	Free or lowest listed charge	453	81.5	556
	Higher listed charge levels	103	18.5	556

3.4. Parking Difficulties and Perceived Adequacy

The most frequently reported single difficulty was finding a parking space near the destination, identified by 169 of 554 respondents (30.5%). Finding a suitable space quickly was reported by 131 (23.6%), and 125 (22.6%) selected the combined option indicating simultaneous difficulty with speed, proximity, and security. A further 103 respondents (18.6%) specifically emphasized security. Figure 3 shows the distribution of the principal difficulties. These results confirm that parking problems are experienced not only as a shortage of spaces but also as an accessibility, search-time, and quality problem. Similar research has shown that scarcity and uncertainty cause drivers to begin searching earlier and to cruise longer, particularly when demand is high [2-4].

ISBN NR. : 978-625-8795-39-4

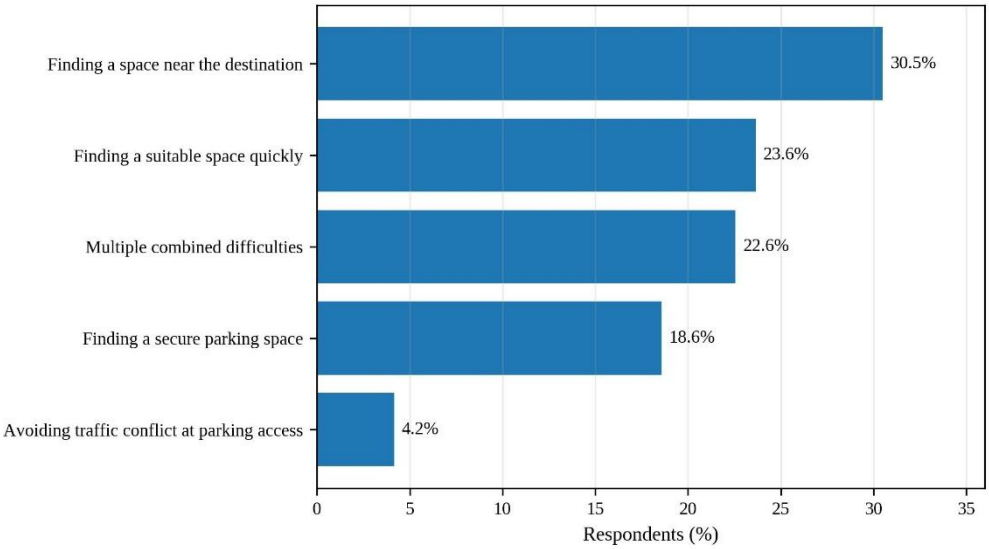


Figure 3. Main difficulties encountered when parking (N = 554).

The broader perception indicators reveal a critical evaluation of the existing system (Table 4). Difficulty in finding a space was acknowledged by 475 respondents (85.4%). In addition, 419 (75.4%) disagreed that the parking supply was adequate, and 396 (71.2%) agreed that charges were high. More than half of respondents, 314 (56.5%), did not consider existing parking facilities sufficient to relieve traffic. Figure 4 summarizes these critical evaluations. The combination of perceived shortage, search difficulty, and dissatisfaction with charges suggests that users are responding to the overall value of the service rather than to capacity alone. A facility may be considered inadequate when it is poorly located, difficult to access, insecure, insufficiently maintained, or unavailable at the time and place of demand.

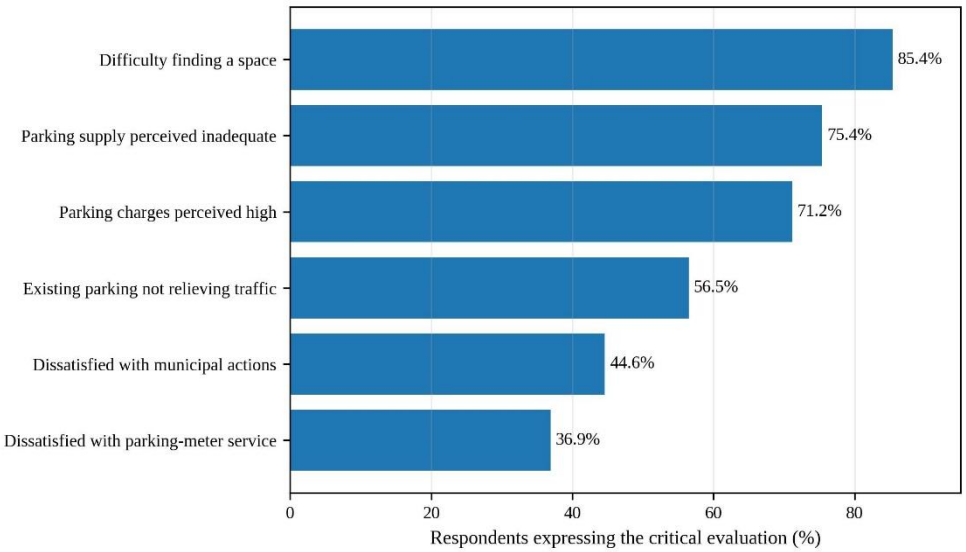


Figure 4. Critical perceptions of parking adequacy and service delivery (N = 556).

ISBN NR. : 978-625-8795-39-4

3.5. Satisfaction with Parking Services

Satisfaction with municipal parking actions was limited. Only 144 respondents (25.9%) agreed or strongly agreed that they were satisfied, compared with 248 (44.6%) who disagreed or strongly disagreed; 164 (29.5%) were neutral. Satisfaction with the municipal parking-meter service was more evenly divided: 198 respondents (35.6%) were satisfied, 205 (36.9%) were dissatisfied, and 153 (27.5%) were neutral. The substantial neutral shares suggest that some users may have limited direct experience with the services or may distinguish between the principle of regulation and the quality of implementation.

The findings imply that operational improvements are as important as infrastructure. Secure access, cleanliness, lighting, moisture control in covered facilities, legible signs, reliable payment, complaint handling, and consistent enforcement can influence whether users consider a parking service fair and usable. Smart-parking evidence indicates that occupancy-based management and improved information can reduce traffic, but benefits depend on credible operation and broad user access [9,10]. Municipal leadership, strongly preferred by respondents, therefore carries an expectation of transparent tariffs, service standards, and accountable enforcement.

Table 4. Perceived parking difficulties, adequacy, and satisfaction (N = 556).

Indicator	Critical evaluation	Neutral	Favorable evaluation
Difficulty finding a parking space	Agree / strongly agree: 475 (85.4%)	36 (6.5%)	Disagree / strongly disagree: 45 (8.1%)
Parking supply adequacy	Disagree / strongly disagree: 419 (75.4%)	67 (12.1%)	Agree / strongly agree: 70 (12.6%)
Parking charges are high	Agree / strongly agree: 396 (71.2%)	96 (17.3%)	Disagree / strongly disagree: 64 (11.5%)
Existing parking relieves traffic	Disagree / strongly disagree: 314 (56.5%)	83 (14.9%)	Agree / strongly agree: 159 (28.6%)
Satisfaction with municipal parking actions	Disagree / strongly disagree: 248 (44.6%)	164 (29.5%)	Agree / strongly agree: 144 (25.9%)
Satisfaction with municipal parking-meter service	Disagree / strongly disagree: 205 (36.9%)	153 (27.5%)	Agree / strongly agree: 198 (35.6%)

3.6. Long-Term Parking Outlook and Policy Implications

The long-term outlook was divided but leaned toward concern. A worsening condition was expected by 189 respondents (34.0%), while 168 (30.2%) expected improvement. Another 111 (20.0%) expected conditions to remain similar, and 88 (15.8%) were undecided. The proximity of the improvement and deterioration shares indicates that confidence in future parking management is not uniform. This uncertainty reinforces the need for visible, staged interventions whose outcomes can be monitored and communicated to the public.

Common facility priorities further clarify the policy direction (Table 5). Lower charges were selected by 289 respondents (52.0%), proximity to work or home by 261 (46.9%),

ISBN NR. : 978-625-8795-39-4

improved facility quality by 213 (38.3%), and proximity to public transport by 109 (19.6%). Because multiple responses were allowed, these shares represent overlapping priorities. The combination of affordability, proximity, and quality shows why adding remote capacity without access management or transit integration may have limited user value.

A balanced parking strategy for Rize should begin with a detailed occupancy and duration survey to distinguish genuine capacity shortages from inefficient turnover. High-demand central spaces can be managed through short-stay limits and progressive prices, while longer-stay demand can be directed to off-street facilities and connected to the center by safe walking routes and public transport. Physical signage should be strengthened and progressively linked to digital occupancy information. Security, maintenance, cleanliness, lighting, and accessibility should be incorporated into municipal service standards. Enforcement should prevent double parking, sidewalk obstruction, and long-duration occupation of short-stay curb space. International evidence warns that parking policies are less effective when implemented as isolated measures; supply, pricing, enforcement, public communication, and alternatives to private-car access should therefore be coordinated [13,14].

Table 5. Long-term parking outlook and selected facility priorities.

Panel / indicator	Category	n	%
Panel A. Long-term parking outlook (N = 556)			
Long-term outlook	Expected to improve	168	30.2
	Expected to remain similar	111	20.0
	Expected to worsen	189	34.0
	Undecided / no clear opinion	88	15.8
Panel B. Desired facility characteristics (multiple responses allowed; denominator = 556)			
Facility priority	Lower parking charges	289	52.0
	Proximity to work or home	261	46.9
	Improved facility quality	213	38.3
	Proximity to public transport	109	19.6

The results should be interpreted within the boundaries of the descriptive design. Participation was online and non-probability based, so the distributions cannot be assumed to represent every resident or visitor in the city center. The analysis relied on aggregated item distributions, which prevented participant-level association tests and control for demographic or trip-related differences. Category harmonization also required broader groupings for several policy variables. Nevertheless, the large analytical sample and the consistency of the dominant response patterns provide a useful evidence base for identifying immediate municipal priorities and designing more detailed field surveys.

ISBN NR. : 978-625-8795-39-4

4. CONCLUSIONS

This study evaluated urban parking behavior, preferences, search difficulties, perceived adequacy, and service satisfaction in Rize city center using harmonized descriptive responses from up to 556 participants. Private vehicle ownership was high within the analytical sample, and vehicle use was more intensive than the use of recognized parking facilities. Parking demand was concentrated during the 12:01-17:00 period. Covered or indoor parking was the leading facility preference, although open off-street and on-street alternatives also attracted substantial shares, demonstrating the need for a diversified parking system.

The strongest result was the difficulty of finding a parking space, reported by 85.4% of respondents. Three quarters evaluated the parking supply as inadequate, 71.2% considered charges high, and 56.5% did not believe that existing parking facilities adequately relieved traffic. Satisfaction with municipal parking actions was 25.9%, while satisfaction with the parking-meter service was 35.6%. Long-term expectations were mixed: deterioration was the largest category at 34.0%, but 30.2% expected improvement. These findings indicate both a high level of concern and a remaining expectation that effective management can improve conditions.

Municipal policy should not treat new construction as the only solution. A staged strategy should combine parking-demand management, short-stay curb regulation, progressive and transparent pricing, stronger physical signage, digital availability and payment information, secure and well-maintained off-street facilities, and consistent enforcement of on-street rules. Lower-cost or free initial periods may be considered where they support short visits, but tariffs should discourage long stays in the most constrained locations. Long-duration parking should be directed toward off-street facilities connected to public transport and safe pedestrian routes. Regular occupancy, duration, and user-satisfaction monitoring should be used to evaluate each intervention and adjust the policy over time.

ACKNOWLEDGMENT

The authors gratefully acknowledge the valuable contributions of department students Regaip Rıdvan Büyük, Ali Kaynak, Elif Kılıç Kanbur, Bedirhan Efendioğlu, and Murat Musaoğlu to this study.

REFERENCES

[1] Shoup, D., Pricing curb parking, Transportation Research Part A: Policy and Practice, 154, 399-412, 2021. https://doi.org/10.1016/j.tra.2021.04.012.

[2] Geva, S., Fulman, N. and Ben-Elia, E., Getting the prices right: Drivers' cruising choices in a serious parking game, Transportation Research Part A: Policy and Practice, 165, 54-75, 2022. https://doi.org/10.1016/j.tra.2022.08.018.

[3] Saki, S. and Hagen, T., What drives drivers to start cruising for parking? Modeling the start of the search process, Transportation Research Part B: Methodological, 188, 103058, 2024. https://doi.org/10.1016/j.trb.2024.103058.

[4] Saki, S. and Hagen, T., Cruising for parking again: Measuring the ground truth and using survival analysis to reveal the determinants of the duration, Transportation Research Part A: Policy and Practice, 183, 104045, 2024. https://doi.org/10.1016/j.tra.2024.104045.

[5] Rodríguez, A., dell'Olio, L., Moura, J.L., Alonso, B. and Cordera, R., Modelling Parking Choice Behaviour Considering Alternative Availability and Systematic and Random Variations in User Tastes, Sustainability, 15(11), 8618, 2023. https://doi.org/10.3390/su15118618.

[6] Cao, Y., Ren, Y., Jia, H., Sun, M. and Dali, Z., Modeling Parking Choice Behavior Using Cumulative Prospect Theory, Sustainability, 16(4), 1596, 2024. https://doi.org/10.3390/su16041596.

[7] Sarısoy, G. and Tezcan, H.O., Does Parking Type Preference Behavior Differ According to Whether It Is Paid or Free? A Case Study in Istanbul, Türkiye, Sustainability, 16(17), 7269, 2024. https://doi.org/10.3390/su16177269.

[8] Ornelas, D.A., Nourinejad, M., Park, P.Y. and Roorda, M.J., Managing parking with progressive pricing, Transportation Research Part C: Emerging Technologies, 149, 104040, 2023. https://doi.org/10.1016/j.trc.2023.104040.

[9] Krishnamurthy, C.K.B. and Ngo, N.S., The effects of smart-parking on transit and traffic: Evidence from SFpark, Journal of Environmental Economics and Management, 99, 102273, 2020. https://doi.org/10.1016/j.jeem.2019.102273.

[10] Ahmadian, M.M., Beeramoole, P., Baker, D., Macias, P. and Paz, A., Retiring meters: A roadmap to encourage wider adoption of parking apps, Transportation, 53, 1997-2025, 2026. https://doi.org/10.1007/s11116-024-10553-x.

[11] Yentimur, M. F., & Kütük, T., (2026). Urban Parking Preferences and Perceived Parking Service Adequacy: A Survey-Based Study, 8th International Conference on Engineering and Applied Natural Sciences (pp.214-222). Konya, Turkey.

[12] Kara, C., Yentimur, M. F., & Kütük, T. (2025). Rize Kent Merkezi Otopark Analizi. Recep Tayyip Erdogan University Journal of Science and Engineering, 6(3), 644-658.

[13] Kong, W., Pojani, D., Corcoran, J. and Sipe, N., Parking policies in six continents: Mixed outcomes and multifaceted barriers to reform, Policy Design and Practice, 7(3), 343-360, 2024. https://doi.org/10.1080/25741292.2024.2333602.

[14] Lanzendorf, M., Baumgartner, A. and Klinner, N., Do citizens support the transformation of urban transport? Evidence for the acceptability of parking management, car lane conversion and road closures from a German case study, Transportation, 51, 2073-2101, 2024. https://doi.org/10.1007/s11116-023-10398-w.