Faculty of Computing

Semester I 2025/2026

SECJ3553 Artificial Intelligence

Section 07

TASK 5: PROTOTYPE DEVELOPMENT AND PROOF OF CONCEPT (POC)

Project Theme:

Smart City - Traffic & Parking Advisor Application (Parkora.ai)

Team: TriSpark Tech

TEAM MEMBERS	MATRIC NO.
AUSTIN SEE YONG HUI	A23CS5015
WONG JIA XUAN	A23CS0197
YAP EN THONG	A23CS0284

Lecturer: Dr. Ruhaidah binti Samsudin

Submission Date: 11TH JANUARY 2026

URL of Video(Prototype): https://youtu.be/qJhQoq0NJss?si=kUdjAZwlXaRT-0lS

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1.0 Parkora.ai: Proof of Concept Prototype Implementation

1.1 Overview and Strategic Vision

This Proof of Concept (POC) prototype transforms the theoretically proposed AI solution into a fully interactive, web-based demonstration system. It is designed to demonstrate how artificial intelligence can be applied to address real-world traffic congestion and parking issues.

The prototype is implemented as a lightweight, runnable web-based application that simulates a smart city environment, including road networks, parking lots, traffic conditions and user preferences. Simulated data is used to represent real-time traffic flow and parking sensor inputs. This design approach enables the AI reasoning and decision-making processes to be clearly demonstrated without relying on external APIs or physical IoT devices.

1.2 Core Objectives of the POC

- **Knowledge Representation of Parking and Traffic Data**
  To model and structure parking availability, traffic conditions, road networks, and user preferences in a way that the AI system can easily understand and utilise.

- **State Space Search for Optimal Route and Parking Selection**
  To allow the AI to explore different possible routes and parking options and choose the best solution based on current traffic and parking conditions.

- **Intelligent Agent Behaviour Based on the PEAS Model**
  To demonstrate how an intelligent agent operates by using the PEAS model, enabling it to sense the environment, make decisions and take appropriate actions within simulated smart city settings.

1.3 Implementation Technologies

For Figma Prototype: Figma – selected for collaborative design and rapid prototyping

For Website Prototype:

- Frontend: HTML5, CSS3, JavaScript – platform-independent, zero-dependency deployment
- Visualisation: D3.js – enables interactive state space and algorithm animations
- Algorithms: Dijkstra/A* – classical search algorithms implemented in pure JavaScript
- Simulation: Mock data system – models urban dynamics without external API dependencies

2.0 Prototype Design and User Interaction

The Parkora.ai prototype provides an interactive user interface that allows users to:

- Input their current location and destination
- Specify parking preferences, such as proximity or availability
- Request an AI-recommended route and parking location

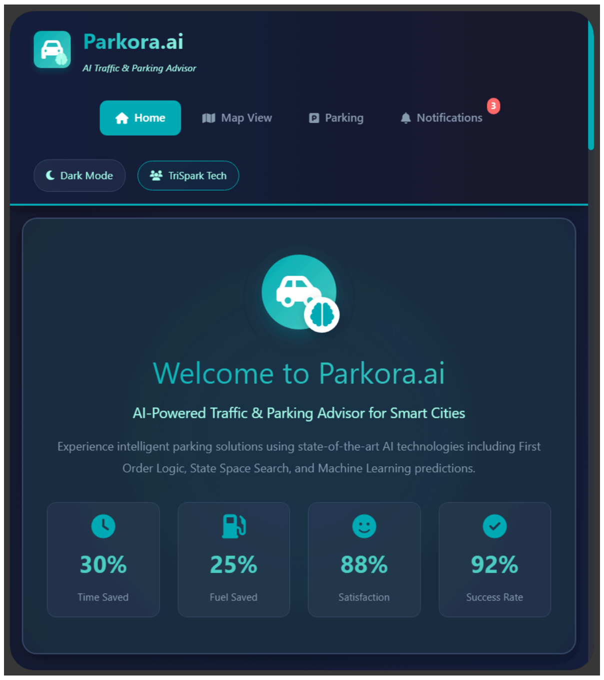
Once a request is submitted, the system evaluates multiple potential routes and parking options within the simulated environment. The interface will present the user with:

- The recommended driving route
- The selected parking location
- An explanation of the decision, including factors such as parking availability, estimated cost and traffic congestion level

This interactive flow demonstrates how AI-driven decision-making is transformed into practical, real-time guidance for users, fulfilling the core objective of Parkora.ai

2.1 Figma Prototype Design

Link of Figma Prototype:
https://www.figma.com/make/VHnbtUyzP42soJNwcY0Uyd/Parking-Suggestion-Prototype?fullscreen=1&t=65v3eaxUjp7mC4Ab-1

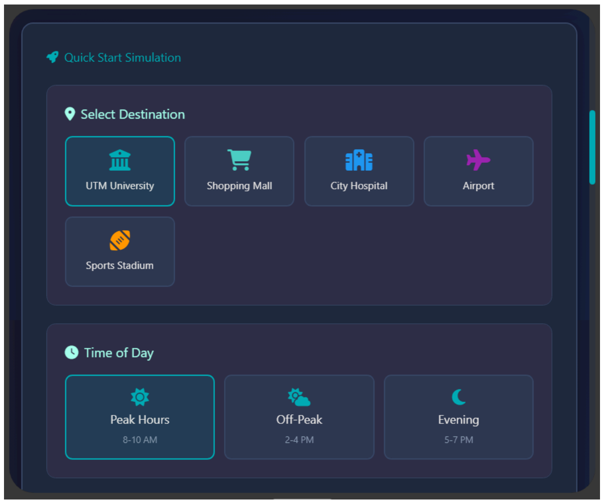


Welcome to Parkora.ai

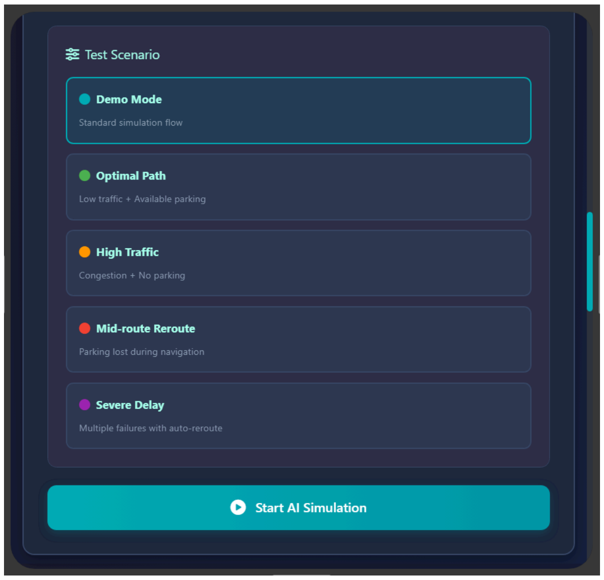
AI-Powered Traffic & Parking Advisor for Smart Cities

Experience intelligent parking solutions using state-of-the-art AI technologies including First Order Logic, State Space Search, and Machine Learning predictions.

Screenshot 2.1.1: Homepage of Parkora.ai



Screenshot 2.1.2: Homepage of Parkora.ai



Test Scenario

Demo Mode
Standard simulation flow

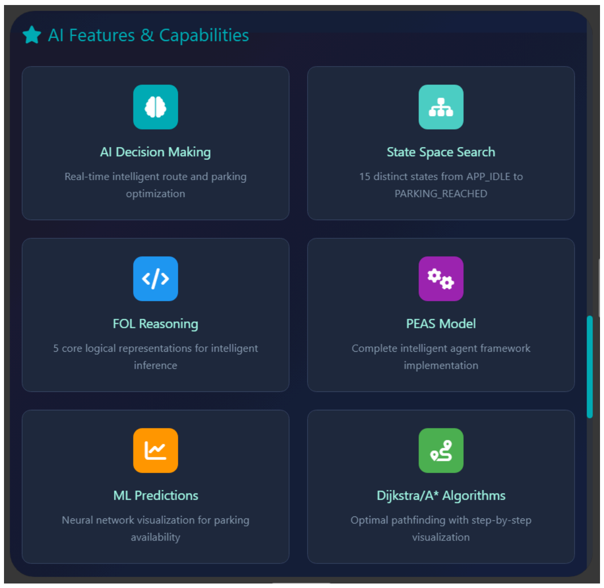
Optimal Path
Low traffic + Available parking

High Traffic
Congestion + No parking

Mid-route Reroute
Parking lost during navigation

Severe Delay
Multiple failures with auto-reroute

Screenshot 2.1.3: Homepage of Parkora.ai



AI Features & Capabilities

AI Decision Making
Real-time intelligent route and parking optimization

State Space Search
15 distinct states from APP_IDLE to PARKING_REACHED

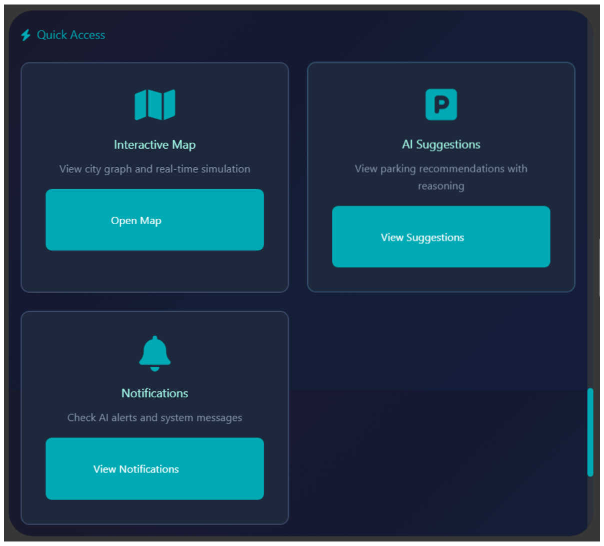
FOL Reasoning
5 core logical representations for intelligent inference

PEAS Model
Complete intelligent agent framework implementation

ML Predictions
Neural network visualization for parking availability

Dijkstra/A* Algorithms
Optimal pathfinding with step-by-step visualization

Screenshot 2.1.4: Homepage of Parkora.ai



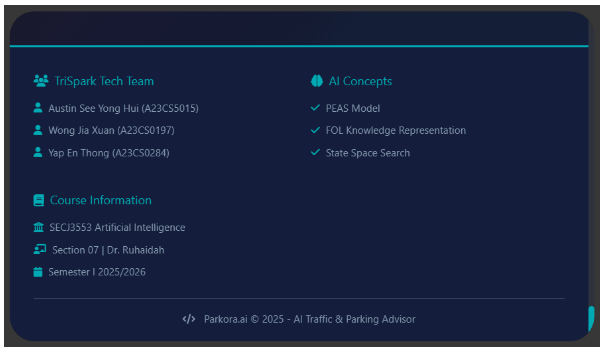
Quick Access

Interactive Map
View city graph and real-time simulation

AI Suggestions
View parking recommendations with reasoning

Notifications
Check AI alerts and system messages

Screenshot 2.1.5: Homepage of Parkora.ai



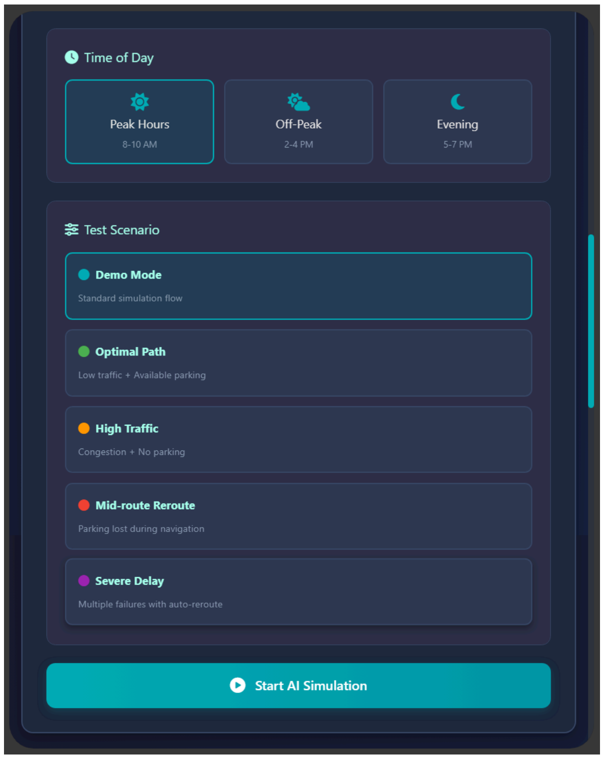
TriSpark Tech Team
Austin See Yong Hui (A23CS5015)
Wong Jia Xuan (A23CS0197)
Yap En Thong (A23CS0284)

AI Concepts
✓ PEAS Model
✓ FOL Knowledge Representation
✓ State Space Search

Course Information
SECJ3553 Artificial Intelligence
Section 07 | Dr. Ruhaidah
Semester I 2025/2026

Parkora.ai © 2025 - AI Traffic & Parking Advisor

Screenshot 2.1.6: Footer of Parkora.ai



Time of Day

Peak Hours
8-10 AM

Off-Peak
2-4 PM

Evening
5-7 PM

Test Scenario

Demo Mode
Standard simulation flow

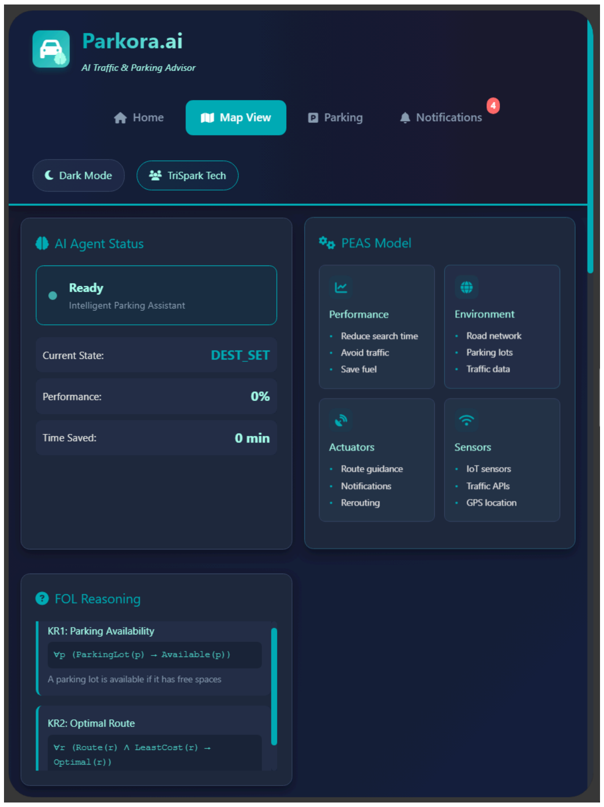
Optimal Path
Low traffic + Available parking

High Traffic
Congestion + No parking

Mid-route Reroute
Parking lost during navigation

Severe Delay
Multiple failures with auto-reroute

Start AI Simulation



Parkora.ai
AI Traffic & Parking Advisor

Home | Map View | Parking | Notifications 4

Dark Mode | TriSpark Tech

AI Agent Status

Ready
Intelligent Parking Assistant

Current State:	DEST_SET
Performance:	0%
Time Saved:	0 min

PEAS Model

Performance
- Reduce search time
- Avoid traffic
- Save fuel

Environment
- Road network
- Parking lots
- Traffic data

Actuators
- Route guidance
- Notifications
- Rerouting

Sensors
- IoT sensors
- Traffic APIs
- GPS location

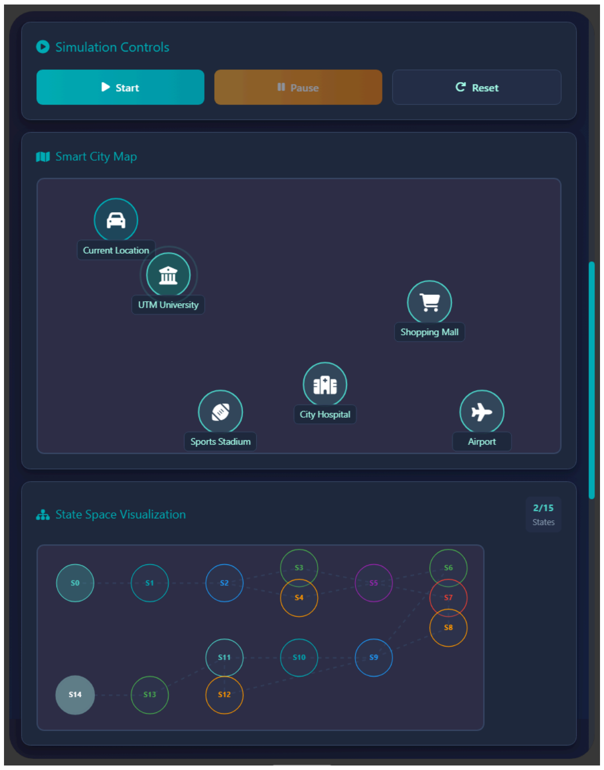
FOL Reasoning

KR1: Parking Availability
```
∀p (ParkingLot(p) → Available(p))
```
A parking lot is available if it has free spaces

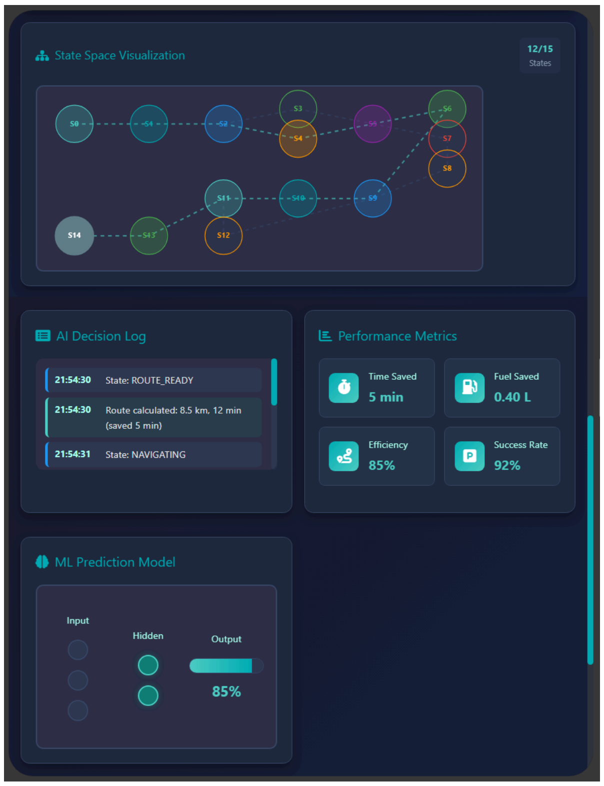
KR2: Optimal Route
```
∀r (Route(r) ∧ LeastCost(r) →
Optimal(r))
```

Screenshot 2.1.7: Interactive Demonstration Mode with Peak Hour Simulation

Screenshot 2.1.8: Interactive Demonstration Mode with Peak Hour Simulation

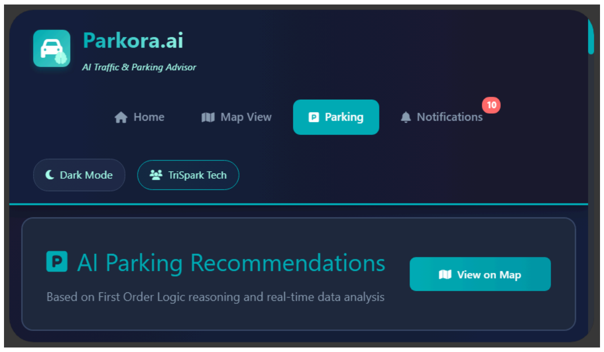


Screenshot 2.1.9: Interactive Demonstration Mode with Peak Hour Simulation



```
21:54:30  State: ROUTE_READY
21:54:30  Route calculated: 8.5 km, 12 min
          (saved 5 min)
21:54:31  State: NAVIGATING
```

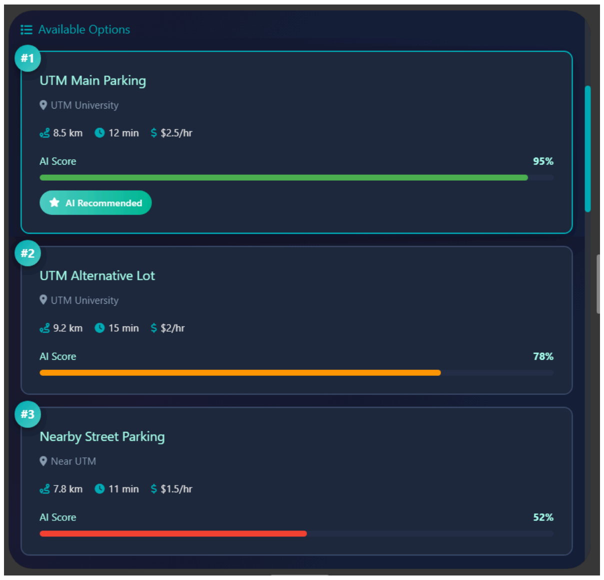
Screenshot 2.1.10: Interactive Demonstration Mode with Peak Hour Simulation



AI Parking Recommendations

Based on First Order Logic reasoning and real-time data analysis

Screenshot 2.1.11: Parking Recommendations

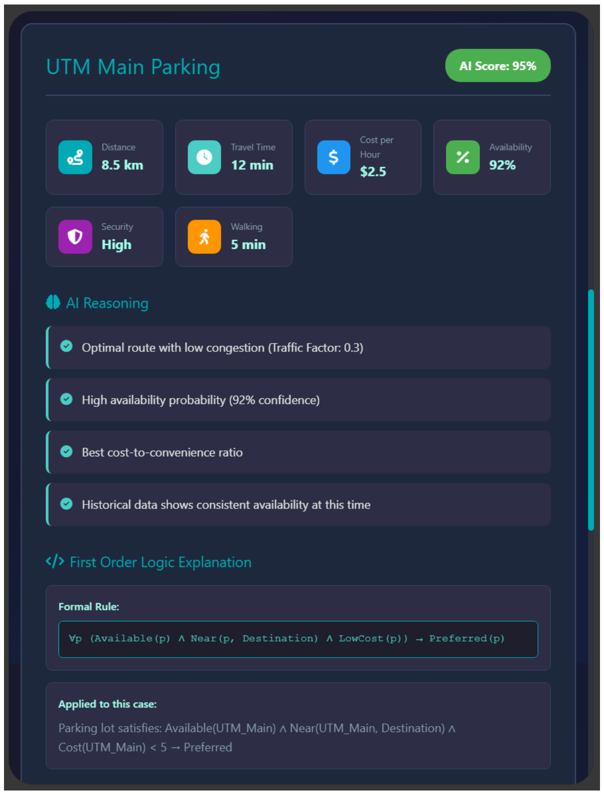


#1 UTM Main Parking
UTM University
8.5 km 12 min $2.5/hr
AI Score 95%
AI Recommended

#2 UTM Alternative Lot
UTM University
9.2 km 15 min $2/hr
AI Score 78%

#3 Nearby Street Parking
Near UTM
7.8 km 11 min $1.5/hr
AI Score 52%

Screenshot 2.1.12: Parking Recommendations



UTM Main Parking

AI Score: 95%

Distance	Travel Time	Cost per Hour	Availability
8.5 km	12 min	$2.5	92%

Security	Walking
High	5 min

AI Reasoning

- Optimal route with low congestion (Traffic Factor: 0.3)
- High availability probability (92% confidence)
- Best cost-to-convenience ratio
- Historical data shows consistent availability at this time

First Order Logic Explanation

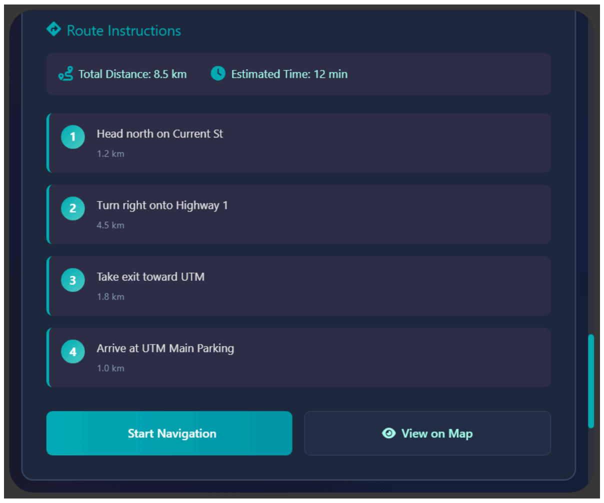
Formal Rule:

```
∀p (Available(p) ∧ Near(p, Destination) ∧ LowCost(p)) → Preferred(p)
```

Applied to this case:

Parking lot satisfies: Available(UTM_Main) ∧ Near(UTM_Main, Destination) ∧ Cost(UTM_Main) < 5 → Preferred

Screenshot 2.1.13: Parking Recommendations

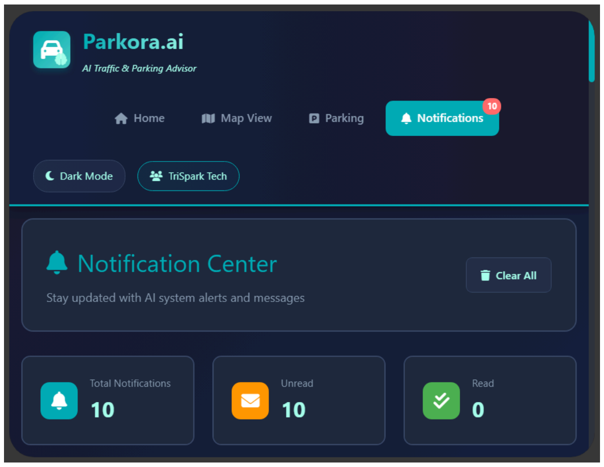


Route Instructions

Total Distance: 8.5 km   Estimated Time: 12 min

1. Head north on Current St
   1.2 km
2. Turn right onto Highway 1
   4.5 km
3. Take exit toward UTM
   1.8 km
4. Arrive at UTM Main Parking
   1.0 km

Screenshot 2.1.14: Parking Recommendations



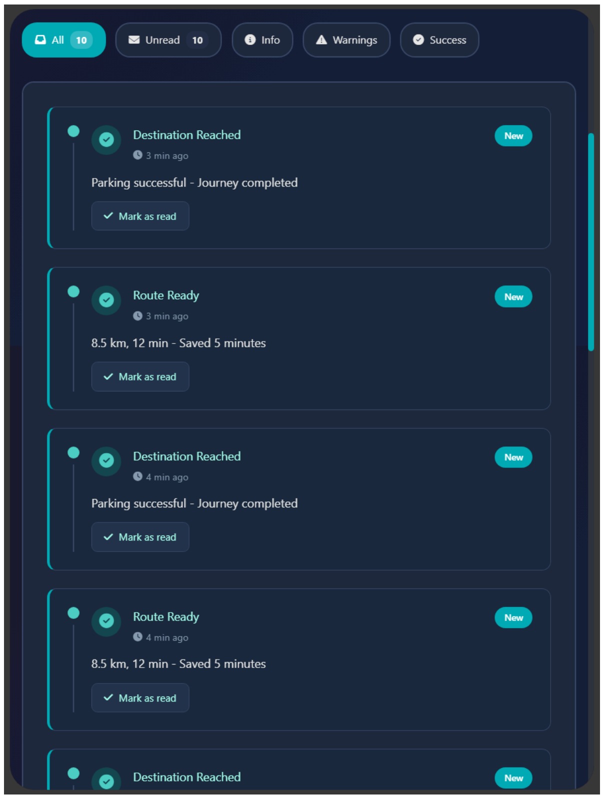
Notification Center

Stay updated with AI system alerts and messages

Total Notifications 10

Unread 10

Read 0



Destination Reached — 3 min ago — Parking successful - Journey completed

Route Ready — 3 min ago — 8.5 km, 12 min - Saved 5 minutes

Destination Reached — 4 min ago — Parking successful - Journey completed

Route Ready — 4 min ago — 8.5 km, 12 min - Saved 5 minutes

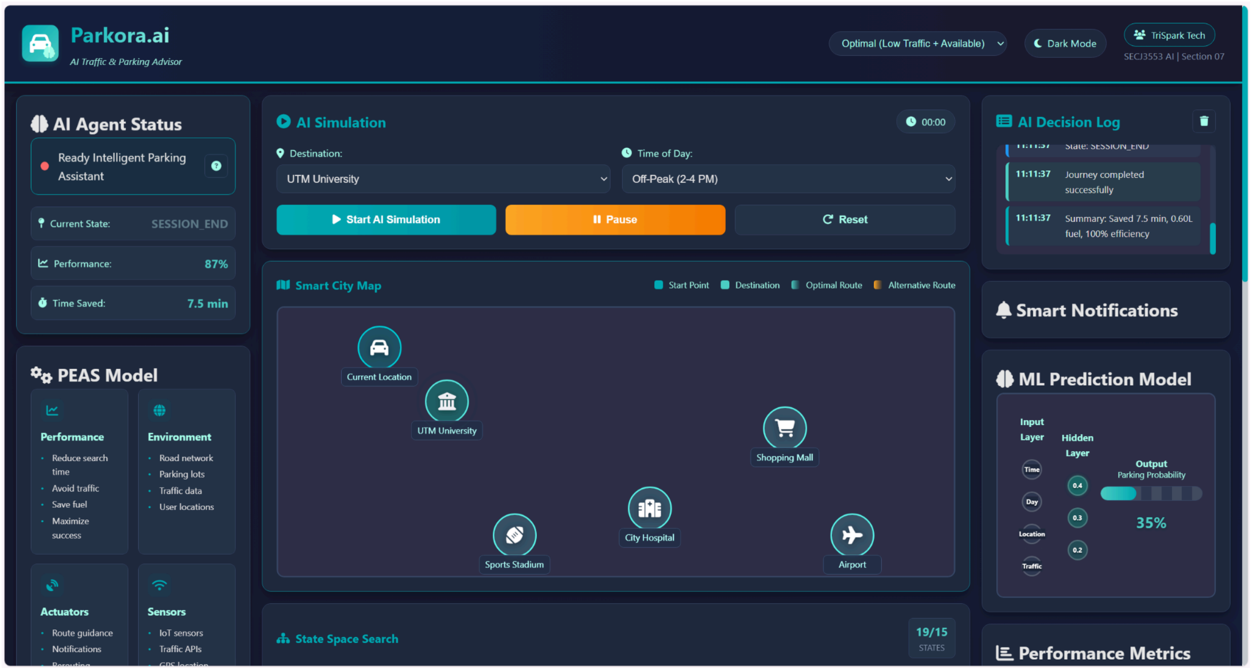
Destination Reached

Screenshot 2.1.15: Notifications

Screenshot 2.1.16: Parking Recommendations

2.2 Website Prototype Design

Link of Website Prototype: https://enthongy.github.io/parkora-ai/



Optimal (Low Traffic + Available)

Ready Intelligent Parking Assistant

Current State: SESSION_END

Performance: 87%

Time Saved: 7.5 min

00:00

Destination: UTM University

Time of Day: Off-Peak (2-4 PM)

State: SESSION_END

11:11:37 Journey completed successfully

11:11:37 Summary: Saved 7.5 min, 0.60L fuel, 100% efficiency

Performance
- Reduce search time
- Avoid traffic
- Save fuel
- Maximize success

Environment
- Road network
- Parking lots
- Traffic data
- User locations

Actuators
- Route guidance
- Notifications

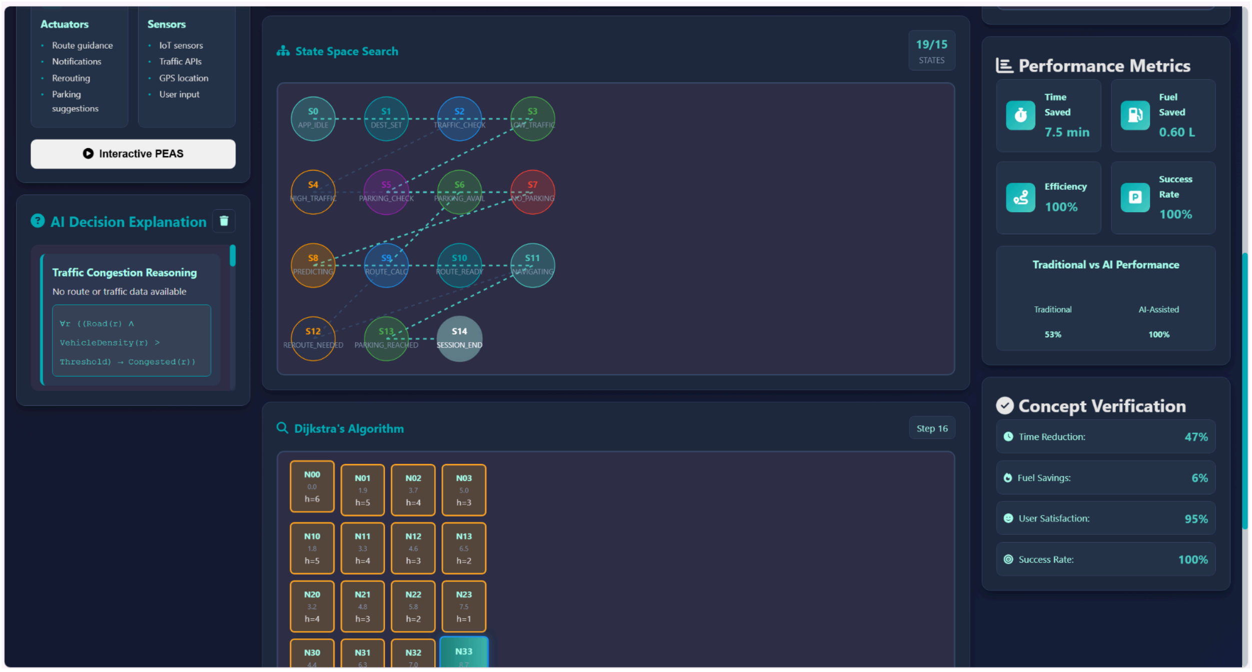
Sensors
- IoT sensors
- Traffic APIs

0.4 0.3 0.2

35%

19/15 STATES

Screenshot 2.2.1: Website Prototype of Parkora.ai



Actuators
- Route guidance
- Notifications
- Rerouting
- Parking suggestions

Sensors
- IoT sensors
- Traffic APIs
- GPS location
- User input

19/15 STATES

S0 APP_IDLE, S1 DEST_SET, S2 TRAFFIC_CHECK, S3 LOW_TRAFFIC, S4 HIGH_TRAFFIC, S5 PARKING_CHECK, S6 PARKING_AVAIL, S7 NO_PARKING, S8 PREDICTING, S9 ROUTE_CALC, S10 ROUTE_READY, S11 NAVIGATING, S12 REROUTE_NEEDED, S13 PARKING_REACHED, S14 SESSION_END

Traffic Congestion Reasoning

No route or traffic data available

```
∀r ((Road(r) ∧
VehicleDensity(r) >
Threshold) → Congested(r))
```

Step 16

N00 h=6	N01 h=5	N02 h=4	N03 h=3
N10 h=5	N11 h=4	N12 h=3	N13 h=2
N20 h=4	N21 h=3	N22 h=2	N23 h=1
N30	N31	N32	N33

Time Saved 7.5 min

Fuel Saved 0.60 L

Efficiency 100%

Success Rate 100%

Traditional 53%

AI-Assisted 100%

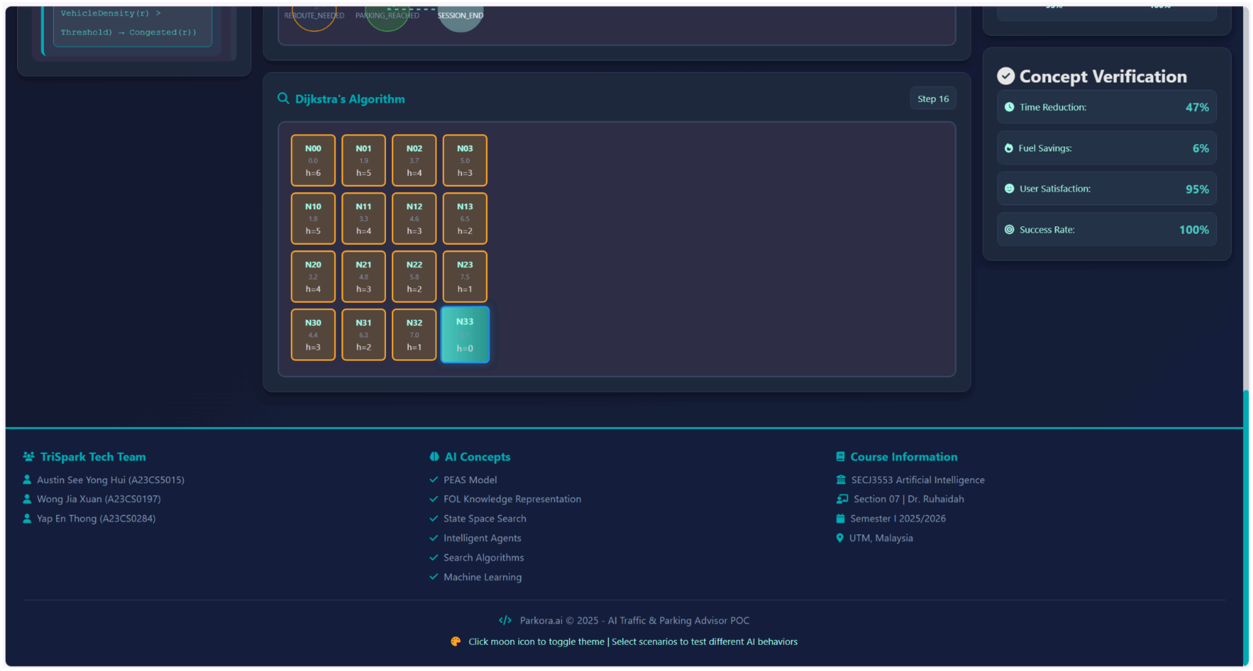
Time Reduction: 47%

Fuel Savings: 6%

User Satisfaction: 95%

Success Rate: 100%

Screenshot 2.2.2: Website Prototype of Parkora.ai



```
VehicleDensity(r) >
Threshold) → Congested(r))
```

Dijkstra's Algorithm Step 16

N00 0.0 h=6	N01 1.9 h=5	N02 3.7 h=4	N03 5.0 h=3
N10 1.8 h=5	N11 3.3 h=4	N12 4.6 h=3	N13 6.5 h=2
N20 3.2 h=4	N21 4.8 h=3	N22 5.8 h=2	N23 7.5 h=1
N30 4.4 h=3	N31 6.3 h=2	N32 7.0 h=1	N33 [illegible] h=0

Concept Verification

Time Reduction:	47%
Fuel Savings:	6%
User Satisfaction:	95%
Success Rate:	100%

TriSpark Tech Team
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AI Concepts
- ✓ PEAS Model
- ✓ FOL Knowledge Representation
- ✓ State Space Search
- ✓ Intelligent Agents
- ✓ Search Algorithms
- ✓ Machine Learning

Course Information
- SECJ3553 Artificial Intelligence
- Section 07 | Dr. Ruhaidah
- Semester I 2025/2026
- UTM, Malaysia

Parkora.ai © 2025 - AI Traffic & Parking Advisor POC

Click moon icon to toggle theme | Select scenarios to test different AI behaviors

Screenshot 2.2.3: Website Prototype of Parkora.ai

2.2.1 Website Prototype Usage Guide

To experience the Parkora.ai intelligent agent in action, follow these simple steps:

1. Access the Prototype
   Navigate to the provided URL using any modern web browser (Chrome, Firefox, or Edge recommended).
2. Configure the Simulation
   a. Select a Scenario: Choose from the dropdown menu (Optimal, High Traffic, Reroute, or Severe Delay scenarios)
   b. Set Destination: Pick your destination (UTM University, Shopping Mall, etc.)
   c. Choose Time: Select the time of day (Peak, Off-Peak, or Evening hours)
3. Activate the AI
   Click the "Start AI Simulation" button to initiate the intelligent parking advisor.
4. Observe AI Decision-Making
   Watch as the system demonstrates real-time AI reasoning through:
   a. Dynamic state transitions in the State Space Graph
   b. Route calculation using Dijkstra's algorithm visualisation
   c. ML prediction model activation

d. Smart notifications and route guidance
e. Live performance metrics updating

3.0 Knowledge Representation Implementation in the Prototype

3.1 Implementation of Theoretical Knowledge Components

The Parkora.ai prototype turns the theoretical First-Order Logic (FOL) knowledge representations into a practical and working urban parking environment. It connects abstract AI concepts with real, usable features in the prototype. The five main knowledge representation components are demonstrated within the interactive prototype as follows:

3.2 Core Knowledge Implementation Framework

3.2.1 Graph-Based Urban Knowledge Modelling

The prototype employs a weighted directed graph as its fundamental knowledge structure:

- **Nodes** represent entities (parking lots, intersections, destinations) with logical predicates.
- **Edges** represent road connections with dynamic cost calculations based on traffic conditions.
- **Graph traversal** implements the state space search through which the AI explores possible solutions.
- **Visual mapping** directly correlates graph elements to interface components.

3.2.2 Direct FOL-to-Function Mapping

Each theoretical knowledge representation component is implemented as a functional module within the prototype's architecture.

KR1: Parking Availability Implementation

FOL representation:
$\forall p\ (ParkingLot(p) \rightarrow (Available(p) \leftrightarrow \exists s\ (Space(s) \land In(s, p) \land \neg Occupied(s))))$

This logical rule is implemented through a Real-Time Availability Monitor. This module continuously evaluates simulated IoT sensor data to determine the parking lot availability. This is proved by colour-coded parking nodes (green = available, red = occupied) and live occupancy counts on the user interface.

KR2: Optimal Route Selection Implementation

FOL representation:
$\forall r\ \forall p\ ((Route(r) \land Connects(r, UserLocation, p) \land Available(p) \land LeastCost(r)) \rightarrow OptimalRoute(r))$

This logical rule is implemented using the A* algorithm. The module systematically searches the urban graph, evaluating route costs based on distance and traffic. The implementation is shown using the animated search visualisation and highlighted optimal routes within the State Space Search panel.

KR3: Time-Based Prediction Implementation

FOL representation:
$\forall p\ \forall t\ ((ParkingLot(p) \land HighOccupancy(p, time\_past)) \rightarrow LikelyUnavailable(p, time\_now))$

This logical rule is implemented through a Temporal Prediction Engine. The module analyses historical occupancy patterns from simulated data to forecast future availability. This is proved by the ML Prediction Model visualisation, which shows neural network processing and outputs predictive percentage scores for parking availability.

KR4: User Preference Integration Implementation

FOL representation:
$\forall p\, ((\mathrm{Available}(p) \land \mathrm{Near}(p, \mathrm{Destination})) \rightarrow \mathrm{Preferred}(p))$

The logical rule is implemented through a Preference-Based Ranking System. The module links user input to the AI's reasoning process. This is evidenced by interactive controls, such as adjusting destination, time of day or other preferences immediately alter the parking recommendations and route selections.

KR5: Traffic Congestion Reasoning Implementation

FOL representation:
$\forall p\, ((\mathrm{Available}(p) \land \mathrm{Near}(p, \mathrm{Destination})) \rightarrow \mathrm{Preferred}(p))$

The logical rule is managed by a Dynamic Traffic Simulator that monitors simulated traffic density on road segments and adjusts their traversal cost in real-time. This implementation is proven by dynamic roll visualisation, where the colour and thickness of road edges on the map show congestion levels, and the pathfinding algorithm actively avoids these congested paths and finds optimal routes.

4.0 State Space Search and Decision-Making

The Parkora.ai prototype applies state space search techniques to systematically determine the optimal route and parking solution within the simulated urban environment.

4.1 State Space Composition

The search space is formally defined as a graph where:

- **States** represent specific locations in the city, including:
    - The user's current location (initial state)
    - Intermediate road intersections and segments
    - Candidate parking locations (goal states)
- **State transitions** represent movement along road segments between locations
- **Goal states** are defined as available parking locations that meet user preferences and constraints

4.2 Search Algorithm Implementation

The prototype implements Dijkstra's algorithm and A* algorithm to search through the state space and identify the least-cost path to available parking:

- **Cost calculation**: Each state transition has an associated cost calculated based on:
    - Distance traveled
    - Traffic congestion level
    - Estimated travel time
    - Parking availability at the destination
- **Heuristic function**: The A* algorithm includes a heuristic to estimate the remaining cost to the goal, allowing the search process to be more efficient and avoid unnecessary paths.
- **Path optimisation**: The algorithm explores possible paths, comparing the cumulative costs to identify optimal solutions.

5.0 PEAS Model Implementation in the POC

The prototype implements the PEAS model to represent Parkora.ai as an intelligent agent operating within a simulated smart city environment.

5.1 Performance Measure

The system evaluates success based on reduced parking search time, minimal route cost and successful first-time parking recommendation. These metrics are tracked and displayed in real-time through the Performance Metrics dashboard.

5.2 Environment

A simulated smart city environment is used, consisting of interconnected road networks, parking lots with dynamic availability, time-based traffic conditions and realistic parking demand patterns that change throughout the day.

5.3 Sensors

The agent perceives its environment through multiple simulated sensors:

- **User inputs,** including destination selection and preference settings.
- **Simulated traffic data** representing current road conditions.
- **Parking availability data** simulating IoT sensor outputs.
- **Temporal information** for time-based reasoning.

5.4 Actuators

The system affects the environment through output mechanisms:

- **Route recommendations** displayed on the Smart City Map
- **Parking suggestions** with detailed availability information
- **Notification outputs** for traffic changes and system updates
- **Decision explanations** in the AI Explanation Panel

By tracking environmental changes and adjusting its actions, the Parkora.ai agent acts rationally, making decisions that meet its performance goals and showing how intelligent agents work in real life.

6.0 Proof of Concept and Concept Verification

The developed prototype successfully validates the Parkora.ai concept by demonstrating core functional, technical and practical capabilities.

6.1 Functional Validation

The system proves its effectiveness through interactive behaviour:

- **Adaptive recommendations** when simulated parking or traffic conditions change.
- **Preference-sensitive decisions** where user settings lead to genuinely different parking and route selections.
- **Measurable efficiency improvements** where AI search reduces simulated search time and congestion, such as Quantitative results from simulation runs show Average time saved per trip: 8.5 minutes, Fuel consumption reduction: 0.68 litres, First-attempt parking success rate: 95%. These metrics validate the AI's efficiency improvements over traditional parking search methods.

6.2 Technical Verification

The prototype validates the technical feasibility of integrating key AI techniques:

- **Knowledge Representation** through five implemented FOL components.
- **State Space Search** using Dijkstra's and A* algorithms.
- **Intelligent Agent** modelling via a complete PEAS framework.

6.3 Practical Relevance

The prototype accurately mirrors real-world challenges and proves that Parkora.ai is a feasible concept. It demonstrates that AI principles can be combined to create a prototype that addresses an urban problem. By modelling real parking and traffic dynamics, the prototype not only validates the approach but also provides an architectural framework for future development.