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A Review - Optimal Path Finding in Grid Parking

Pratik Godase¹, Pavan Pandit², Rutuja Patil³, Prof. M. M. Zade⁴

1,2,3UG Students, Department of Electronics and Telecommunication Engineering, ⁴Assistant Professor, Department of Electronics and Telecommunication Engineering SKN Sinhgad College of Engineering, Pandharpur

Abstract: Efficient parking management has become a critical concern in modern urban environments due to rapid vehicle growth and limited infrastructure. This review paper examines the current advancements in grid-based parking navigation systems, focusing on the use of A^* (A-star) algorithm for optimal path planning. The paper provides a comprehensive analysis of various pathfinding techniques, including Dijkstra, Breadth-First Search, and heuristic-driven methods, highlighting their strengths, limitations, and applicability to intelligent parking systems. Particular attention is given to how A* integrates heuristic evaluation with actual movement cost to efficiently determine the shortest path in environments with static and dynamic obstacles. Additionally, this review discusses recent Python-based implementations and simulation approaches for visualizing and evaluating pathfinding performance in gridmodeled parking lots. The insights gained from this study can guide future research in autonomous vehicle navigation, smart parking solutions, and real-time traffic management systems, providing a foundation for the development of more efficient and scalable intelligent transportation frameworks.

Keywords: Grid-Based Parking, A* Algorithm, Path Planning, Intelligent Transportation Systems, Autonomous Vehicle Navigation, Smart Parking Solutions

I. INTRODUCTION

The rapid increase in urban vehicle population has created significant challenges for parking management and traffic flow. Traditional parking methods are often inefficient, leading to wasted time, increased fuel consumption, and congestion in urban areas. Intelligent parking systems have emerged as a solution to address these issues by integrating advanced pathfinding algorithms, sensor technologies, and automation to optimize vehicle navigation within parking facilities.

Grid-based representations of parking lots provide a structured environment where each cell corresponds to a potential parking space or pathway. This modeling approach enables systematic exploration of available routes, making it suitable for algorithmic path planning. In such environments, the primary objective is to identify the shortest and most feasible path between a source point (entry or current vehicle location) and a destination point (target parking slot), while avoiding obstacles such as parked vehicles or restricted zones.

Several pathfinding algorithms have been explored in the literature, including Dijkstra, Breadth-First Search (BFS), and heuristic-based methods. While Dijkstra guarantees the shortest path, it can be computationally expensive in large grids. BFS ensures completeness but often explores unnecessary nodes, reducing efficiency. The A* algorithm has gained prominence for combining the strengths of these approaches by integrating actual movement cost with heuristic estimates to efficiently guide the search toward the destination. This combination reduces computation time while maintaining path optimality, making A* particularly suitable for real-time applications in parking navigation.

This review paper aims to consolidate the current state of research on grid-based parking path planning, with a focus on heuristic-driven methods such as the A* algorithm. It examines various implementation strategies, compares algorithmic performance, and highlights challenges in real-world deployment, including dynamic obstacle handling, multi-level parking structures, and integration with IoT-enabled smart parking solutions. By providing a comprehensive overview, this paper seeks to guide future research in autonomous vehicle navigation, smart parking management, and intelligent transportation systems, ultimately contributing to more efficient, scalable, and user-friendly parking solutions.







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II. LITERATURE REVIEW

- R. K. Sharma et al. [1] proposed a grid-based parking management system that employs the Dijkstra algorithm to find the shortest path between entry and parking slots. The system models the parking lot as a two-dimensional grid where occupied slots are treated as obstacles. While the approach successfully identifies the shortest route, it demonstrates higher computational complexity in large grids due to exhaustive node exploration, which can lead to delays in realtime applications.
- M. Gupta and S. Verma et al. [2] presented a smart parking navigation system using the Breadth-First Search (BFS) algorithm. The study focused on dynamically updating available parking spaces and providing drivers with the shortest path in real time. Although BFS ensures path completeness, the method does not incorporate heuristics and therefore may explore unnecessary nodes, resulting in increased execution time for larger parking lots.
- J. Lee et al. [3] introduced an intelligent parking guidance system based on A* pathfinding for autonomous vehicle navigation. The authors demonstrated that integrating heuristic cost estimation with actual travel distance enables faster computation of the optimal route compared to traditional exhaustive search algorithms. The system also accounted for dynamic obstacles by recalculating the path when temporary blockages were detected, enhancing real-time adaptability.
- S. Chen and H. Wang et al. [4] explored an IoT-enabled parking framework that combines occupancy sensing with A* algorithm-based path planning. In their approach, parking lot sensors continuously monitor slot availability, while the A* algorithm computes the most efficient route to a free parking space. The study highlighted the benefits of heuristic-guided search, including reduced computation time and improved parking efficiency, particularly in complex or large-scale parking environments.
- P. Kumar et al. [5] developed an autonomous parking system using a combination of grid mapping and A* pathfinding. Their study emphasized reducing the computational load by limiting the search space to relevant sub grids near the source and destination. Results demonstrated that path computation time decreased significantly compared to full-grid searches, making the approach suitable for real-time applications in constrained parking environments.
- L. Zhang and Y. Li et al. [6] proposed a hybrid pathfinding algorithm that combines A* and Dijkstra to improve path optimality in dynamic parking lots. The system uses Dijkstra's exhaustive search for smaller sections of the grid while A* guides the overall path planning. This hybrid approach balances computational efficiency and shortest-path accuracy, particularly in scenarios with multiple temporary obstacles.
- A. Fernandez et al. [7] investigated robotic navigation in indoor parking scenarios using A* with dynamic obstacle avoidance. Their model integrated sensor inputs to detect moving obstacles, such as pedestrians or other vehicles, and recalculated paths in real-time. The study highlighted the algorithm's adaptability, demonstrating successful navigation in unpredictable environments while maintaining optimal path length.
- K. R. Singh and M. Bansal et al. [8] explored a smart parking assistant that uses heuristicdriven pathfinding for electric vehicles. The system factors in not only distance but also energy consumption while navigating to a free parking slot. By applying A* with a weighted cost function, the algorithm selects routes that minimize both travel distance and energy usage, demonstrating the versatility of heuristic-based path planning.
- T. Y. Kim et al. [9] presented a simulation-based analysis of A* and its variants in urban parking grids. The research compared traditional A* with Weighted A* and Adaptive A* algorithms, showing that heuristic weighting can significantly reduce node expansion and computational time, particularly in large-scale parking lots with multiple obstacle clusters.
- S. R. Mishra and P. K. Das et al. [10] developed a Python-implemented parking navigation system that simulates various grid configurations with static and dynamic obstacles. The system validates the A* algorithm's efficiency by measuring path cost, execution time, and number of explored nodes across multiple test scenarios. The results confirmed that A* consistently identifies the shortest feasible path while maintaining low computational overhead, supporting its use in intelligent parking and autonomous navigation applications.





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III. METHODOLOGY

Grid Representation

The parking area is modeled as a two-dimensional grid where each cell represents a discrete unit of space. Every cell can have one of three states:

Free cell: Available for vehicle traversal.

Obstacle cell: Represents parked vehicles, pillars, or restricted zones.

Target cell: Destination parking slot or exit point.

This representation simplifies the environment into a structured layout suitable for algorithmic processing.

Input Initialization

The user provides the source point (entry location) and destination point (target parking slot) within the grid. The dimensions of the grid, obstacle positions, and movement constraints (fourdirectional or eight-directional motion) are predefined or input dynamically by the user.

Obstacle Mapping

Obstacles within the parking layout are defined either manually or through sensor-based detection. In this simulation, obstacles are represented as blocked nodes in the grid. This ensures that the algorithm does not consider those cells while determining an optimal route.

A* Algorithm Implementation

The A* algorithm combines the advantages of Dijkstra's algorithm and Greedy Best-First Search by using two cost functions:

G(n): The exact cost of reaching node n from the start point.

H(n): The heuristic estimate of the cost from node n to the destination, typically calculated using the Manhattan distance or Euclidean distance.

The algorithm evaluates each node using the function:

F(n)=G(n)+H(n)

Nodes with the lowest F(n) value are prioritized for expansion. This enables faster convergence toward the goal while maintaining optimal path quality.

Pathfinding Process

The algorithm initializes the open list with the starting cell.

The cell with the lowest F(n) is selected for exploration.

Neighbouring cells are evaluated; valid cells (not obstacles or out-of-bound) are added to the open list.

The process repeats until the destination is reached or no valid path remains.

Once the destination is found, the path is reconstructed by tracing parent nodes back to the source.

Output Visualization

Upon execution, the algorithm generates a visual grid output in Python where the optimal path is highlighted. The simulation displays obstacles, visited nodes, and the computed route in distinct colours. This visual feedback helps verify the algorithm's performance and efficiency in navigating complex parking layouts.









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Block Diagram

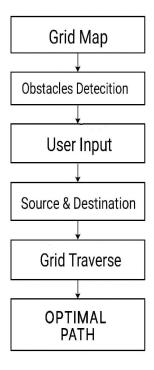


Fig. Block Diagram

Grid Map:

The process begins with the creation of a predefined grid map that models the parking environment. Each grid cell represents a discrete spatial unit that can either be traversable (free space) or non-traversable (occupied or obstructed area). The grid serves as a digital representation of the parking layout, simplifying the problem of route optimization into a structured and analyzable form.

Obstacles Detection:

In this stage, obstacles such as parked vehicles, barriers, or restricted zones are defined within the grid. These obstacles are marked as blocked cells that cannot be traversed by the algorithm. The obstacle detection mechanism ensures that the algorithm accurately identifies feasible and infeasible paths, preventing collisions and invalid route generation during traversal.

User Input:

Once the grid and obstacles are initialized, the user provides input parameters to define the source and destination locations within the grid. The source typically corresponds to the vehicle's current position or entry point, while the destination represents the desired parking slot or target location. This step allows for interactive and customizable path computation.

Source and Destination Initialization:

After the user specifies the source and destination points, these positions are initialized within the grid. The A* algorithm uses this information to begin the search operation, systematically exploring the grid to determine the shortest and most efficient route between the two points.

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Grid Traversal:

During this phase, the A* algorithm traverses through the grid by evaluating each node's cost function, defined as f(n) = g(n) + h(n), where g(n) represents the cost from the start node to the current node, and h(n) estimates the cost from the current node to the goal using a heuristic function. The algorithm prioritizes nodes with the lowest cost values, ensuring that the path chosen minimizes both distance and computational effort. All traversed nodes are updated dynamically as the search progresses.

Optimal Path Generation:

Finally, the algorithm identifies and outputs the optimal path connecting the source and destination points. This path represents the least-cost route, successfully avoiding obstacles while maintaining efficiency in traversal. The resulting optimal path is visually represented within the grid, typically highlighted for clear differentiation from the blocked and unvisited nodes.

Expected Conclusion

The proposed system is expected to effectively demonstrate the ability of the A* algorithm to compute the most efficient path within a grid-based parking layout while successfully avoiding obstacles. Through Python-based simulation, the algorithm will accurately identify the shortest and safest route between a defined source and destination point, even in complex or partially obstructed parking environments.

The expected outcome of this project is a clear visualization of the optimal path, where each movement decision is guided by a balance between actual travel cost and heuristic estimation.

This will showcase how A* efficiently minimizes unnecessary node exploration compared to conventional algorithms such as Dijkstra and Breadth-First Search. The system will further illustrate its adaptability to various parking configurations and obstacle densities, proving its robustness and reliability for real-world implementation.

Overall, the project aims to highlight the effectiveness of heuristic-driven path planning in intelligent parking systems. It is anticipated that the developed model will contribute to the advancement of autonomous navigation, smart parking infrastructure, and intelligent transportation systems. With further integration of real-time data and IoT-based sensing technologies, this approach could evolve into a scalable and efficient framework for automated parking guidance and vehicle routing in future smart cities.

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