

(21) Application No: 0804902.5
(22) Date of Filing: 17.03.2008
(30) Priority Data:
(31) 11688322 (32) 20.03.2007 (33) US

(51) INT CL:
G01C 21/34 (2006.01) G08G 1/0968 (2006.01)
(56) Documents Cited:
EP 1750094 A EP 1130359 A
JP 2000241187 A US 5808566 A
(58) Field of Search:
INT CL G01C, G08G
Other: EPODOC, WPI

(71) Applicant(s):
Ford Motor Company
(Incorporated in USA - Delaware)
The American Road, Dearborn,
Michigan 48121, United States of America

(72) Inventor(s):
Craig Simonds
Krishnaswamy Venkatesh Prasad
Thomas Giuli

(74) Agent and/or Address for Service:
A Messulam & Co. Ltd
43-45 High Road, Bushey Heath, BUSHEY,
Herts, WD23 1EE, United Kingdom

(54) Abstract Title: **Determining a vehicle traffic route using an off-vehicle information provider**

(57) Coordinate based vehicle navigation services are provided using text based traffic route information and associated coordinate data received from an off-vehicle source. Information defining the initial vehicle position and the destination is sent to an off-vehicle information provider and traffic route information lacking geographical coordinate data is received. A way-point along the route is then determined based on the traffic route information and way-point information lacking geographical coordinate data is sent to the off-vehicle information provider. Geographical coordinate information defining the way-point is received and the traffic route information is then associated with the way-point geographical coordinate information. The distance between a current location and the way-point is then determined and displayed to the user.

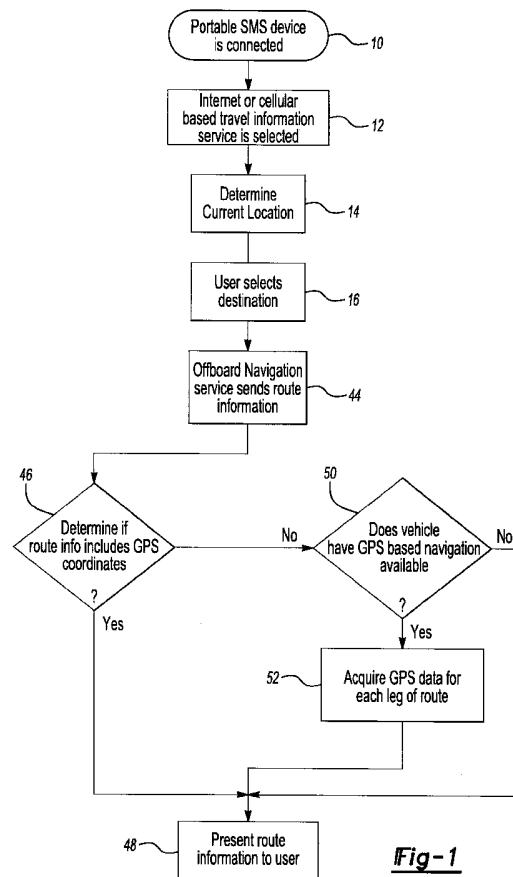


Fig-1

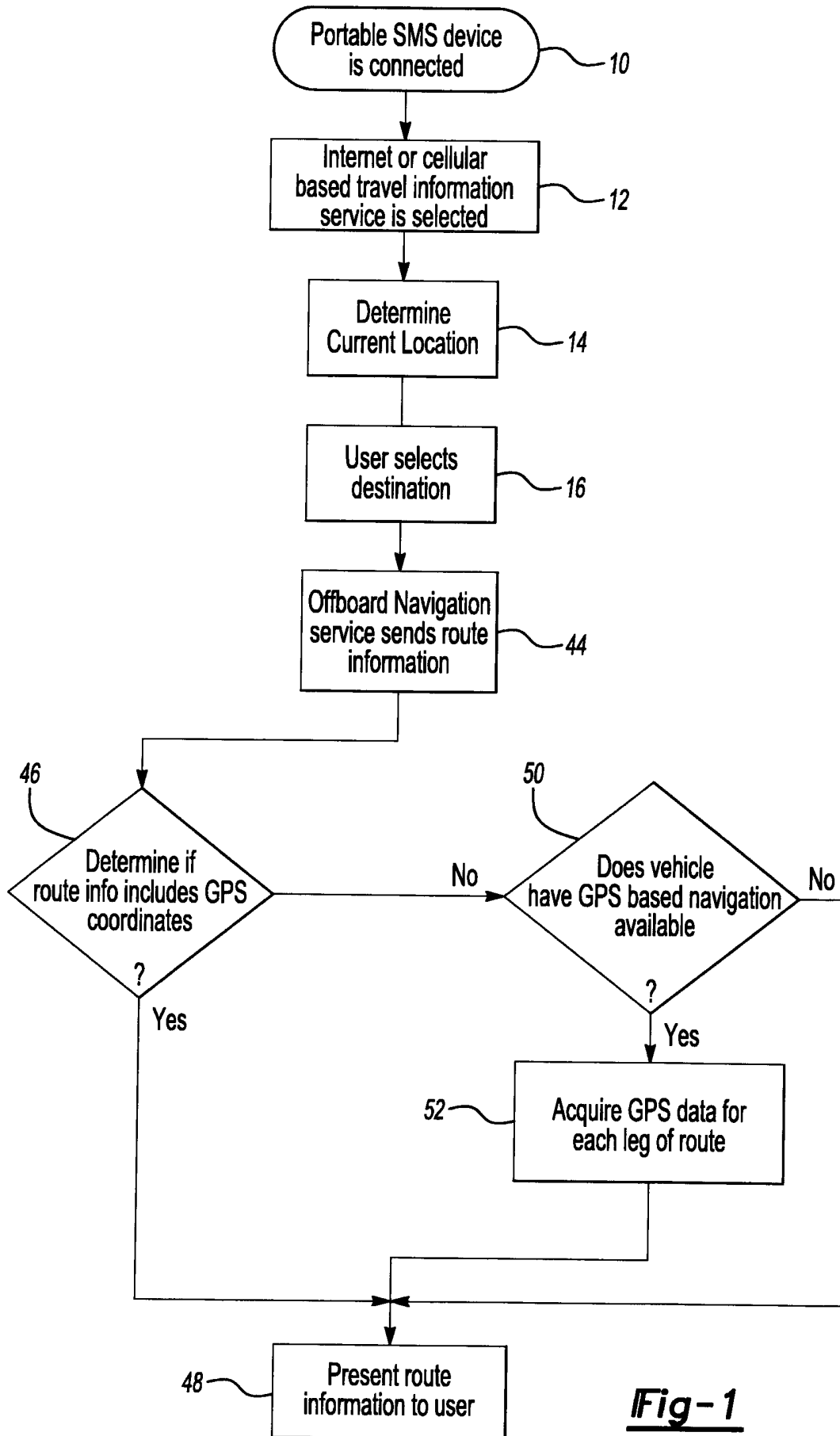


Fig-1

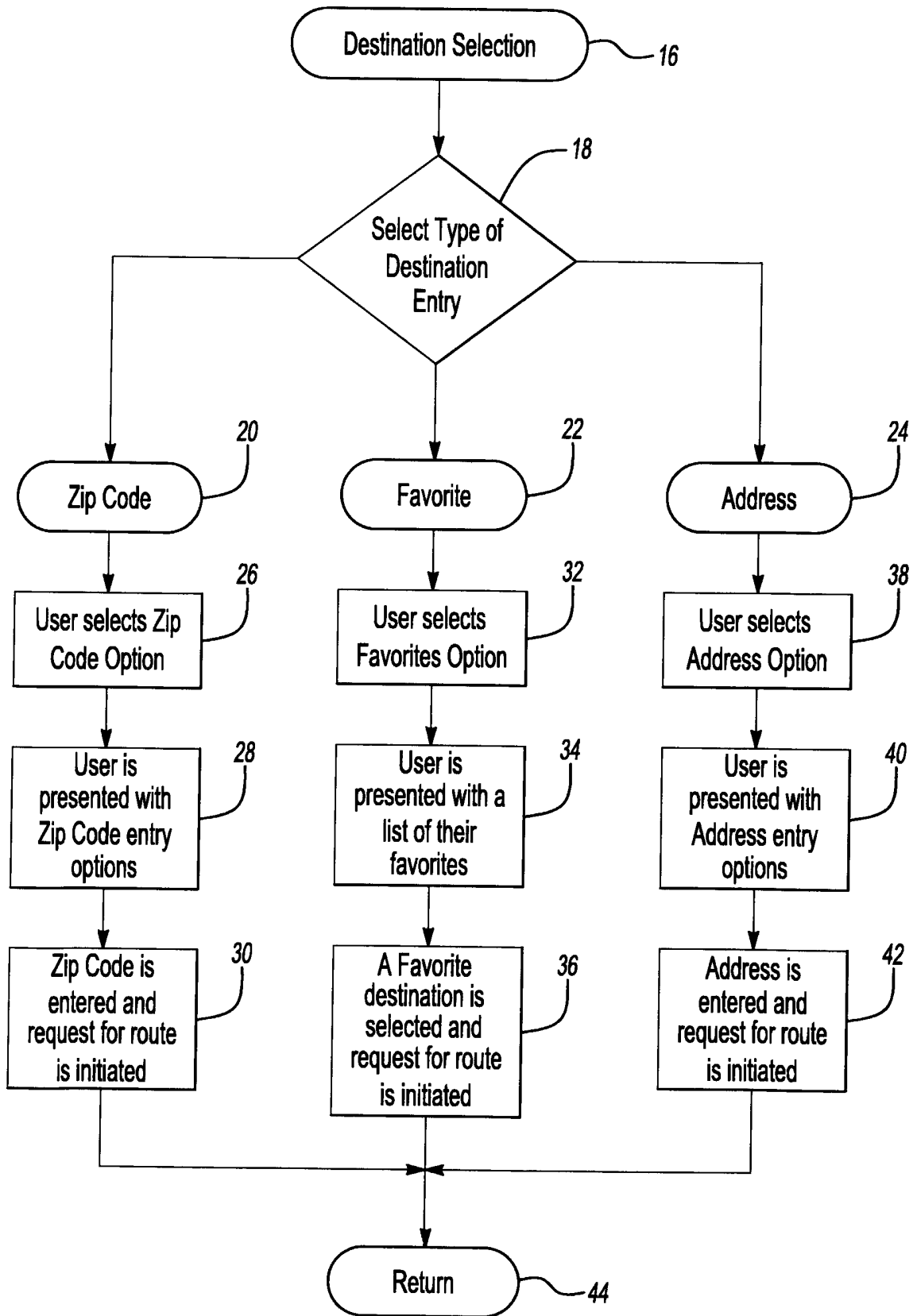


Fig-2

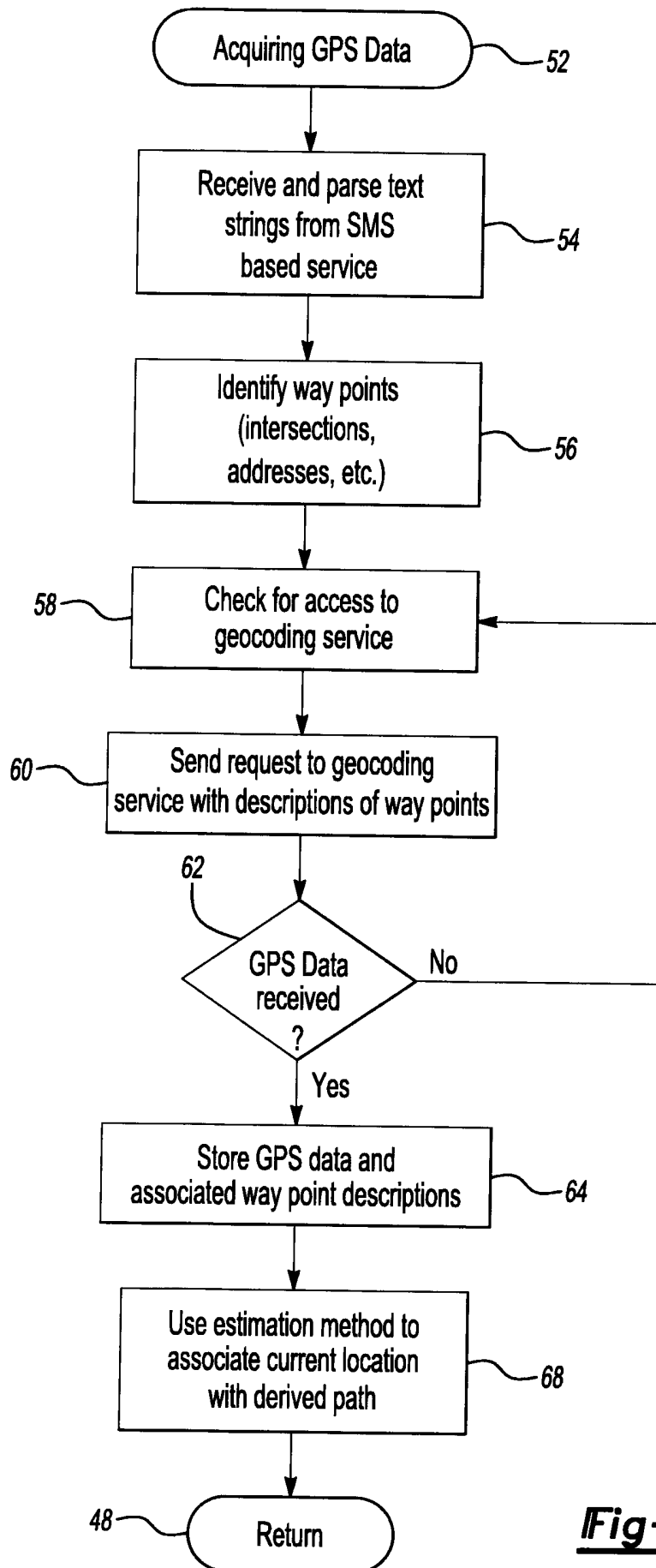


Fig-3

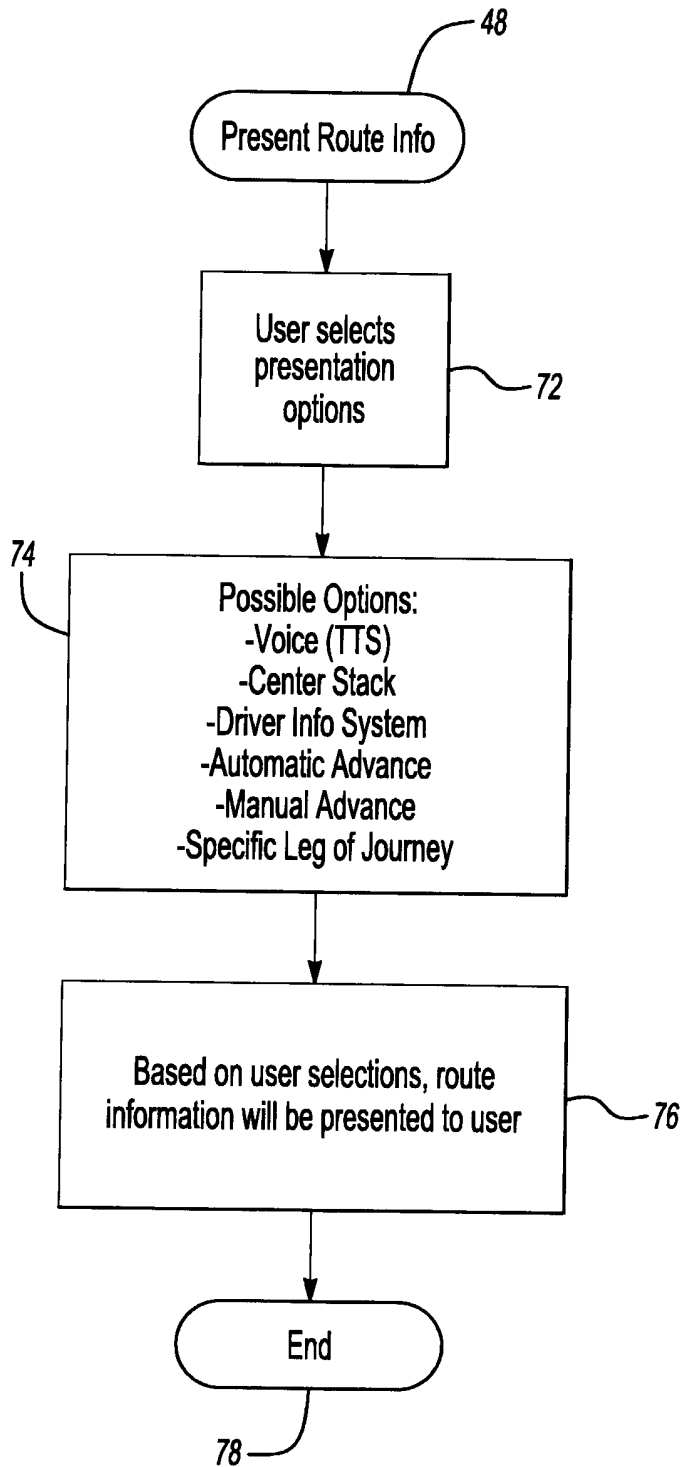


Fig-4

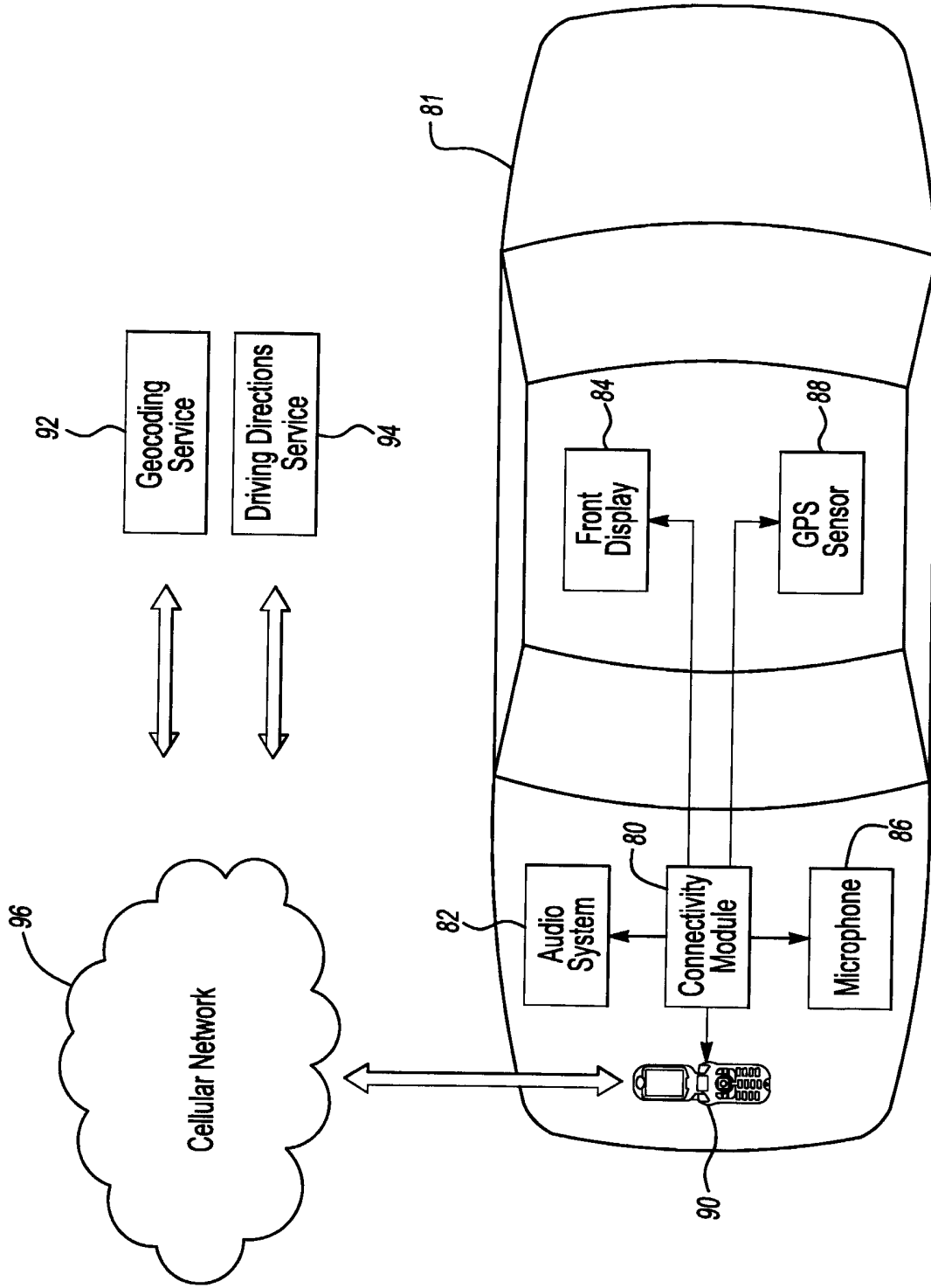


Fig-5

DETERMINING A VEHICLE TRAFFIC ROUTEField of the invention

5 The invention relates to systems and methods for determining a vehicle traffic route.

Background of the invention

10 Geographic coordinate data defining a place of interest along a traffic route may be used to estimate the distance between the place of interest and a current location of a vehicle.

15 Text based driving directions may lack geographic coordinate data defining places of interest along a traffic route.

Summary of the invention

20 According to a first aspect of the invention, there is provided a method for determining a traffic route for a vehicle which comprises receiving initial location information defining an initial location of the vehicle;
25 receiving input defining a destination for the vehicle; sending information, to an off-vehicle information provider, defining the initial location of the vehicle and destination for the vehicle; receiving traffic route information indicative of a traffic route from the initial location to
30 the destination, the traffic route information lacking geographic coordinate data defining the traffic route; determining a way-point along the traffic route based on the traffic route information; sending way-point information, to an off-vehicle information provider, defining the way-point
35 along the traffic route, the way-point information lacking geographic coordinate data defining the way-point; receiving way-point geographic coordinate information defining the

way-point; associating the traffic route information with
the way-point geographic coordinate information; determining
a distance between a current location of the vehicle and the
way-point; and informing a user of the distance between the
5 current location of the vehicle and the way-point.

According to a second aspect of the invention, there is
provided a system for determining a traffic route for a
vehicle comprising a location module configured to determine
10 an initial location of the vehicle; a processing module
configured to receive input defining a destination for the
vehicle, send information defining the initial location of
the vehicle and destination for the vehicle, receive traffic
route information indicative of a traffic route from the
15 initial location to the destination, the traffic route
information lacking geographic coordinate data defining the
traffic route, determine a way-point along the traffic route
based on the traffic route information, send way-point
information defining the way-point along the traffic route,
20 the way-point information lacking geographic coordinate data
defining the way-point, receive way-point geographic
coordinate information defining the way-point, associate the
traffic route information with the way-point coordinate
information, and determine a distance between a current
25 location of the vehicle and the way-point; and an interface
module configured to inform a user of the distance between
the current location of the vehicle and the way-point.

Brief description of the drawings

30

The invention will now be described further, by way of
example, with reference to the accompanying drawings, in
which :

Figure 1 is a flowchart of a method for text based
35 portable navigation in accordance with an embodiment of
the invention,

Figure 2 is a flowchart of a method for destination selection in accordance with an embodiment of the invention,

5 Figure 3 is a flowchart of a method for acquiring geographic coordinate data in accordance with an embodiment of the invention,

Figure 4 is a flowchart of a method for presenting route information to a user in accordance with an embodiment of the invention, and

10 Figure 5 is a block diagram of a system for text based portable navigation in accordance with an embodiment of the invention.

Detailed description of the preferred embodiment(s)

15

Certain cellular based travel assistance services accept a description of a current location and destination, and respond with a series of instructions, e.g., SMS text messages, that describe legs of the route between the current location and destination. These text based instructions are not typically linked to geographic coordinate data, e.g., global positioning system (GPS) data. Therefore, it is difficult to associate current vehicle location with a particular leg of the route.

25

Some of the systems and methods described below manage the text strings provided by a cellular or Internet based service provider and combine it with geographic coordinate data. In some embodiments, this is done by bundling the text messages received from the service provider and associating each leg of the route described with the correct GPS data.

35 While GPS location data is not necessary, the embodiments described include more than one way to retrieve and associate GPS data with each leg of a journey. GPS data may come with text-based, turn-by-turn directions, or may be

acquired by using intermediate points found in the text to request GPS data for each leg. Some embodiments can make use of available GPS based navigation services (on board or off board) to acquire the GPS location for each intermediate
5 point.

Some embodiments may seek the GPS location of intersections or specific addresses. The requests in text and data format may change for each type of request. In
10 some cases, the data is extracted from text strings provided by an off board SMS-based service.

Coordinate data requests for points of interest along a route may be made sequentially or in burst fashion with
15 associated indexing information such that if coordinate data is received out of order, the index can be used to match the coordinate data with the appropriate point of interest.

To acquire coordinate data, a street address, the name
20 of a recognized location, or the names of two streets that intersect, for example, are needed. In the case of an intersection, the pertinent street names may be found in a single string or in a string that describe two consecutive legs of the journey.

25 Since information describing one leg of a journey (provided by, for example, an SMS-based system) is a string of text, the string may be parsed in individual words or number strings and interpreted. In certain cases,
30 interpretation means understanding which parameter related to navigation the word or number satisfies. For example, a typical string might be: head East on Michigan Ave. toward Schaeffer Rd. - go 0.6 mi.

35 Some embodiments are able to understand directions, e.g., East, street names and types, e.g., Michigan Ave. or Schaeffer Rd., and addresses if present. These terms may

become values for parameters, e.g., street1 is equal to "Michigan Ave.", street2 is equal to "Schaeffer Rd.", that will be used to request GPS data from geocoding services.

5 One, of many, ways to accurately interpret text is to understand the structure of the phrase or sentence. Typically, the name of a road is bounded between a directional preposition, e.g., "on", "toward", and "to", and the term indicating the type of road, e.g., "St", "Ave",
10 "Fwy". The fact that most street names are capitalized in these phrases also helps identify the desired text. Complications may arise from street names like "John C. Lodge" and "East 23rd Street". In these cases, it may be useful to understand that the street name contains more than
15 one word and terms that typically identify the type of road may also be part of its formal name. Knowing the abbreviations each service uses for road type can improve the success rate of parsing text strings and assignment values to necessary variables.

20

 If there are numerous on-line driving direction services or cellular based driving direction services that are to be used, it may be useful to store patterns for each service provider to provide quick analysis of text strings
25 as formatting and structuring of the text strings may vary from service provider to service provider.

 Once the points of interests are identified, the related information may be sent to a geocoding service to
30 acquire GPS data for each. Before dynamic turn-by-turn directions can be presented to a user, the received geographic coordinate data should be associated with the appropriate route segment or leg of the journey. In some embodiments, the coordinate data establishes the end points
35 of each leg while the text describes how to travel to these points.

To describe the process in more detail, the following example four leg journey is provided:

- Turn right on Michigan Ave - go 1.1 mi
- 5 Turn right at S Telegraph Rd - go 2.3 mi
- Take the ramp onto I-94 W toward Chicago - go 23 mi
- Merge onto I-275 S via exit 194 to Toledo/Flint - go 17 mi

To acquire GPS data, some embodiments would have
10 extracted the following three intersections from the text
and requested the GPS coordinates of each: Michigan and
Telegraph, Telegraph and I-94, and I-94 and I-275. These
intersections are the end points of the two middle legs of
the journey. In this case, the end points, e.g., GPS
15 coordinates, would be stored with the text that describes
each leg in a list. This list may take the following form
(using the example directions above):

- "Turn right at S. Telegraph Rd.", 42.2997, -83.2719
- 20 "Take the ramp onto I-94 W toward Chicago", 42.2987, -
83.2709

Each element in the list starts with a text description
leading the driver to the next point. The first element in
25 the list above tells the driver to get to the intersection
of Michigan Avenue and Telegraph Road and then turn right.
The GPS location of the Michigan Ave./Telegraph Rd.
intersection (42.2997, -83.2717) is stored in the same list
element as the text description of how to get there. The
30 next element in the list above tells the driver to drive to
the I-94 W ramp and to take I-94 W toward Chicago. The text
and coordinate data, however, may be stored in any desired
fashion.

35 As the vehicle reaches a predefined distance, e.g., one
mile, from the next point of interest, the vehicle will
notify the driver that they need to make a turn. As the

vehicle reaches another predefined distance, 100 feet, from the point of interest, the vehicle may again notify the driver that they need to make a turn.

5 There are a number of algorithms that may be used to determine the vehicle's position relative to the points of interest, including interpolating between GPS data points. Another method is to periodically calculate the distance to the next point by using the great-circle method. The great-
10 circle distance, D , between any two points O and S on a sphere is calculated with the formula:

$$\text{Cos } D = (\text{Sin } o . \text{Sin } s) + (\text{Cos } o . \text{Cos } s . \text{Cos } |xy|)$$

15 where o and s are the latitudes of O and S and where $|xy|$ is the absolute value of the difference in longitude between O and S .

 After the GPS data is received and associated with
20 intersections or other points of interest extracted from the original SMS messages, the system is ready to deliver the information to the user. In some embodiments, the application is able to use the acquired data to estimate the distance between the vehicle's location and the next way
25 point in order to notify the driver of the next turn, or the transition to the next leg of the journey.

 The information may be presented to the user in a variety of ways. Text or graphic displays and text-to-
30 speech (TTS) systems may be used together or alone for playback. If GPS data for both the route and the vehicle's current location are available, the playback may automatically transition through the legs of the journey. If no location data is available, the driver may have
35 controls to assist perusing the text on a leg-by-leg basis. Again, this may be provided on the display or delivered audibly by a TTS engine. Another method is to use both a

text display, showing or highlighting the current leg of the route, and an audible (TTS) system to alert the driver of an approaching turn or change direction.

5 Figure 1 is a flowchart showing an embodiment of text
based portable navigation. At 10, a portable SMS device,
e.g., cellular phone, is connected with the vehicle such
that it may communicate with a controller and/or processor
on-board the vehicle. At 12, a user selects, from an option
10 menu for example, Internet or cellular based travel
information service. At 14, the vehicle determines its
current location using any conventional technology, e.g.,
GPS sensor integrated with the vehicle or cellular phone.
At 16, the user selects their destination.

15

Figure 2 is a flowchart showing several methods for a
user to select a destination. At 18 a user is offered the
option to select among several types of destination criteria
including zip code 20, favourite 22, or address 24.

20

If the user selects the zip code option at 26, the user
is presented with zip code entry options at 28. At 30, the
desired zip code information is entered and request for
route initiated.

25

If the user selects the favourite option at 32, the
user is presented with a list of their favourite
destinations at 34. At 36, a favourite destination is
selected and request for route initiated.

30

If a user selects the address option at 38, the user is
presented with address entry options at 40. At 42, a
destination address is entered and request for route
initiated.

35

Referring to Figure 1, at 44, an off-board navigation
service sends the route information. At 46, it is

determined whether the route information received includes GPS coordinates. If yes, at 48, route information is presented to the user. If no, at 50, it is determined whether the vehicle has GPS based navigation services available. If no, at 48, the system presents the route information to the user. If yes, at 52, the system acquires GPS data for each leg of the route.

Figure 3 is a flowchart showing the steps taken to acquire GPS data. At 54, text strings from SMS-based services are received and parsed. At 56, way points are identified. At 58, a check for access to geocoding services is made. At 60, a request is sent to the geocoding service with descriptions of the way points. At 62, a check as to whether GPS data has been received in response to the request sent at step 60 is made. If no, the method returns to step 58. If yes, the method proceeds to step 64, where the GPS data and associated way point descriptions are stored. At 68, the system uses an estimation method to associate current location with the derived path.

Figure 4 is a flowchart showing a method for presenting route information to the user. At step 72, the user selects presentation options. At 74, the possible presentation options include voice, centre stack, driver info system, automatic advance, manual advance, and specific leg of journey. At 76, based on the user's selections, route information will be presented to the user.

Figure 5 is a block diagram of a system for text based portable navigation. Vehicle 81 includes connectivity module 80, audio system 82, front display 84, microphone 86, and GPS sensor 88. Connectivity module 80, e.g., processors, memory, and transceiver, is in communication with audio system 82, front display 84, microphone 86, and GPS sensor 88. The above may communicate, for example, via a car area network or direct hard line connection.

Connectivity module 80 includes a docking port for cell phone 90 which permits connectivity module 80 to communicate with cell phone 90. In the embodiment of Figure 5, cell phone 90 is used to facilitate communication between the vehicle and geocoding service 92 and driving directions service 94 via cellular network 96. In other embodiments, connectivity module 80 may communicate with geocoding service 92 and driving directions service 94 via, for example, a wide area network or other Internet based communication technology.

Front display 84/microphone 86 allow a user to select SMS driving directions and submit to/from information. That information is fed to connectivity module 80 which requests driving directions from driving direction service 94 via a signal transmitted by cell phone 90 over cellular network 96. Driving directions service 94 provides SMS based driving directions back to connectivity module 80 via cellular network 96 and cell phone 90. Connectivity module 80 stores text received and analyses it to determine points of interest. Once the points of interest have been determined, connectivity module 80 requests geographic coordinate data from geocoding service 92 via a signal transmitted by cell phone 90 via cellular network 96. In response, geocoding service 92 returns points of interest GPS data. Connectivity module 80 then associates the GPS data with text containing driving directions as described above. Directions are then presented to the user by front audio system 82/front display 84 using the GPS data to determine the location of vehicle 81 relative to the turn-by-turn directions.

In the embodiment of Figure 5, GPS sensor 88 may determine the coordinate data for the location of vehicle 81. If GPS sensor 88 is absent from vehicle 81, cell phone 90, e.g., a GPS enabled cell phone, may determine the coordinate data of a location for vehicle 81.

CLAIMS

1. A method for determining a traffic route for a vehicle comprising:

5 receiving initial location information defining an initial location of the vehicle;

receiving input defining a destination for the vehicle;

10 sending information, to an off-vehicle information provider, defining the initial location of the vehicle and destination for the vehicle;

receiving traffic route information indicative of a traffic route from the initial location to the destination, the traffic route information lacking geographic coordinate data defining the traffic route;

15 determining a way-point along the traffic route based on the traffic route information;

20 sending way-point information, to an off-vehicle information provider, defining the way-point along the traffic route, the way-point information lacking geographic coordinate data defining the way-point;

receiving way-point geographic coordinate information defining the way-point;

associating the traffic route information with the way-point geographic coordinate information;

25 determining a distance between a current location of the vehicle and the way-point; and

informing a user of the distance between the current location of the vehicle and the way-point.

30 2. A method as claimed in claim 1, wherein the step of determining a distance between a current location of the vehicle and the way-point includes determining the current location of the vehicle.

35 3. A method as claimed in claim 1, wherein the step of determining a distance between a current location of the

vehicle and the way-point includes determining geographic coordinate data of the current location of the vehicle.

4. A method as claimed in any preceding claim, wherein
5 the information defining the initial location of the vehicle
and the destination for the vehicle is sent via short
message service.

5. A method as claimed in any preceding claim, wherein
10 the way-point information defining the way-point along the
traffic route is sent via short message service.

6. A method as claimed in any preceding claim, wherein
the way-point geographic coordinate information comprises
15 global positioning system data.

7. A method as claimed in any preceding claim, wherein
the step of receiving an initial location of the vehicle
includes receiving geographic coordinate data of the initial
20 location of the vehicle.

8. A method as claimed in claim 7, wherein the
geographic coordinate data of the initial location of the
vehicle comprises global positioning data.

25

9. A method as claimed in any preceding claim, the
step of determining a way-point along the traffic route
based on the traffic route information includes determining
where two roads along the traffic route intersect.

30

10. A method as claimed in any preceding claim,
further comprising determining an initial location of the
vehicle.

35 11. A system for determining a traffic route for a
vehicle comprising:

a location module configured to determine an initial location of the vehicle;

a processing module configured to

receive input defining a destination for the vehicle,

5 send information defining the initial location of the vehicle and destination for the vehicle,

receive traffic route information indicative of a traffic route from the initial location to the destination, the traffic route information lacking geographic coordinate data defining the traffic route,

10 determine a way-point along the traffic route based on the traffic route information,

send way-point information defining the way-point along the traffic route, the way-point information lacking

15 geographic coordinate data defining the way-point,

receive way-point geographic coordinate information defining the way-point,

associate the traffic route information with the way-point coordinate information, and

20 determine a distance between a current location of the vehicle and the way-point; and

an interface module configured to inform a user of the distance between the current location of the vehicle and the way-point.

25

12. A system as claimed in claim 11, wherein the location module is further configured to determine a current location of the vehicle.

30 13. A system as claimed in claim 12, wherein the location module is further configured to determine geographic coordinate data of the current location of the vehicle.

35 14. A system as claimed in any of claim 11 to 13, wherein the processing module includes a cell phone configured to transmit the information defining the current

location of the vehicle and the destination for the vehicle via short message service.

15 15. A system as claimed in any of claim 11 to 14,
5 wherein the processing module includes a cell phone
 configured to transmit the way-point information defining
 the way-point along the traffic route via short message
 service.

10 16. A system as claimed in any of claims 11 to 15,
 wherein the way-point coordinate information comprises
 global positioning system data.

 17. A system as claimed in any of claims 11 to 16,
15 wherein the location module is further configured to
 determine geographic coordinate data of the initial location
 of the vehicle.

 18. A system as claimed in claim 17, wherein the
20 geographic coordinate data of the initial location of the
 vehicle comprises global positioning data.

 19. A system as claimed in any of claims 11 to 18,
 wherein the processing module is further configured to
25 determine where two roads along the traffic route intersect.

 20. A system as claimed in any of claims 11 to 19,
 wherein the interface module is further configured to
 display the distance between current location of the vehicle
30 and the way-point.

 21. A method for determining a traffic route for a
 vehicle substantially as hereinbefore described with
 reference to and as illustrated in the accompanying
35 drawings.

22. A system for determining a traffic route for a vehicle substantially as hereinbefore described with reference to and as illustrated in the accompanying drawings.

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Application No: GB0804902.5

Examiner: John Twin

Claims searched: 1 to 10

Date of search: 15 July 2008

Patents Act 1977: Search Report under Section 17

Documents considered to be relevant:

Category	Relevant to claims	Identity of document and passage or figure of particular relevance
X	1-3 at least	JP 2000241187 A (NEC Software Shizuoka)
A	-	EP 1750094 A (Navteq North America)
A	-	EP 1130359 A (Mannesmann VDO)
A	-	US 5808566 A (Navigation Technologies)

Categories:

X	Document indicating lack of novelty or inventive step	A	Document indicating technological background and/or state of the art
Y	Document indicating lack of inventive step if combined with one or more other documents of same category	P	Document published on or after the declared priority date but before the filing date of this invention
&	Member of the same patent family	E	Patent document published on or after, but with priority date earlier than, the filing date of this application

Field of Search:

Search of GB, EP, WO & US patent documents classified in the following areas of the UKC^X:

Worldwide search of patent documents classified in the following areas of the IPC

G01C; G08G

The following online and other databases have been used in the preparation of this search report

EPODOC, WPI

International Classification:

Subclass	Subgroup	Valid From
G01C	0021/34	01/01/2006
G08G	0001/0968	01/01/2006