

02/13/03



10082 U.S. PTO

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11046 U.S. PTO  
10/367162  
02/13/03

<b>UTILITY PATENT APPLICATION TRANSMITTAL</b> <small>(Only for new non-provisional applications under 37CFR§1.53(b))</small>	Attorney Docket No.	KLR 7116.0006
	First Inventor or Application Identifier	DeKock, et al.
	Title	SYSTEM FOR PROVIDING TRAFFIC INFORMATION
	Express Mail Label No.	EL 915420176 US

APPLICATION ELEMENTS <small>See MPEP chapter 600 concerning utility patent application contents.</small>	ADDRESS TO: Commissioner for Patents & Trademarks Box Patent Application Washington, D.C. 20231
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<p>1. <input checked="" type="checkbox"/> *Fee Transmittal Form (e.g. PTO/SB/17) <small>(Submit an original and a duplicate for fee processing)</small></p> <p>2. <input checked="" type="checkbox"/> Specification <span style="float: right;">Total pages <b>48</b></span> <small>(preferred arrangement set forth below)</small>  <ul style="list-style-type: none"> <li>- Descriptive Title of the Invention</li> <li>- Cross References to Related Applications</li> <li>- Statement Regarding Federally Sponsored Research</li> <li>- Reference to Microfiche Appendix</li> <li>- Background of the Invention</li> <li>- Brief Summary of the Invention</li> <li>- Brief Description of the Drawings (if filed)</li> <li>- Detailed Description</li> <li>- Claim(s)</li> <li>- Abstract of the Disclosure</li> </ul> </p> <p>3. <input checked="" type="checkbox"/> Drawing(s) (35 USC 113) <span style="float: right;">[Total Pages <b>14</b>]</span></p> <p>4. Oath or Declaration <span style="float: right;">[Total Pages <b>3</b>]</span></p> <p style="margin-left: 20px;">a. <input type="checkbox"/> Newly executed (original or copy)</p> <p style="margin-left: 20px;">b. <input checked="" type="checkbox"/> Copy from a prior application (37 CFR §1.63(d)) <small>(for continuation/divisional with Box 16 completed)</small></p> <p style="margin-left: 40px;">i. <input type="checkbox"/> Deletion of Inventor(s) <small>Signed statement attached deleting inventor(s) named in the prior application, see 37 CFR §§1.53(d)(2) and 1.33(b)</small></p>	<p>5. <input type="checkbox"/> Microfiche Computer Program (Appendix)</p> <p>6. Nucleotide and/or Amino Acid Sequence Submission (if applicable, all necessary)</p> <p style="margin-left: 20px;">a. <input type="checkbox"/> Computer readable copy</p> <p style="margin-left: 20px;">b. <input type="checkbox"/> Paper copy (identical to computer copy)</p> <p style="margin-left: 20px;">c. <input type="checkbox"/> Statement verifying identity of above copies</p>
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ACCOMPANYING APPLICATION PARTS
7. <input type="checkbox"/> Assignment Papers (cover sheet & document(s))
8. <input type="checkbox"/> 37 CFR §3.73(b) Statement <input type="checkbox"/> Power of Attorney when there is an assignee
9. <input type="checkbox"/> English translation document (if applicable)
10. <input type="checkbox"/> Information Disclosure Statement (IDS) /PTO 1449 <input type="checkbox"/> Copies of IDS Citations
11. <input type="checkbox"/> Preliminary Amendment
12. <input checked="" type="checkbox"/> Return Receipt Postcard (MPEP 503) (should be specifically itemized)
13. <input type="checkbox"/> *Small Entity Statements (PTO/sb/09-12) <input type="checkbox"/> Statement filed in prior application. Status still proper and desired.
14. <input type="checkbox"/> Certified Copy of Priority Document(s) (if foreign priority is claimed)
15. <input type="checkbox"/> Other

\* Note for Items 1 & 13: In order to be entitled to pay small entity fees, a small entity statement is required (37 CFR §1.27) except if one filed in a prior application is relied upon (37 CFR §1.28)

16. If a CONTINUING APPLICATION, check appropriate box, and supply the requisite information below and in a preliminary amendment

Continuation  Divisional  Continuation-in-part (CIP) of prior application No.: **10/218,850**

Prior application information: Examiner Marc Coleman Group No./Art Unit 3661

For CONTINUATION or DIVISIONAL APPS only: The entire disclosure of the prior application, from which an oath or declaration is supplied under Box 4b, is considered a part of the disclosure of the accompanying continuation or divisional application and is hereby incorporated by reference. The incorporation can only be relied upon when a portion has been inadvertently omitted from the submitted application parts.

17. CORRESPONDENCE ADDRESS

<input type="checkbox"/> Customer Number or Bar Code Label	(Insert customer number or bar code label here)	or <input checked="" type="checkbox"/> Correspondence address below
Name	Kevin L. Russell	PATENT TRADEMARK OFFICE
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City	Portland	State OR
Country	USA	Zip Code 97204-3157
	Telephone (503)227-5631	FAX (503)228-4373
Name (print type)	Kevin L. Russell	Registration No. 38,292
Signature		Date February 13, 2003

<h1 style="margin: 0;">FEE TRANSMITTAL</h1> <h2 style="margin: 0;">for FY 2003</h2> <p style="margin: 0; font-size: small;">Patent fees are subject to annual revision.</p>		Complete If Known	
		Application Number	
		First Named Inventor	DeKock, et al.
		Examiner Name	
<input checked="" type="checkbox"/> Applicant claims small entity status. See 37CFR 1.27		Art Unit	
TOTAL AMOUNT OF PAYMENT	\$537	Attorney Docket No.	KLR 7116.0006

<p style="text-align: center; font-weight: bold; font-size: small;">METHOD OF PAYMENT (check all that apply)</p> <p> <input checked="" type="checkbox"/> Check                   <input type="checkbox"/> Credit Card                   <input type="checkbox"/> Money Order                   <input type="checkbox"/> Other                   <input type="checkbox"/> None             </p> <p> <input checked="" type="checkbox"/> Deposit Account             </p> <p>                 Deposit Account Number: <span style="border: 1px solid black; padding: 2px;">03-1550</span>                  Deposit Account Name: <span style="border: 1px solid black; padding: 2px;">Chernoff Vilhauer McClung &amp; Stenzel</span> </p> <p>The Commissioner is authorized to (check all that apply)</p> <p> <input type="checkbox"/> Charge fees indicated below                   <input type="checkbox"/> Credit any overpayments  <input type="checkbox"/> Charge any additional fee(s) during the pendency of this application  <input type="checkbox"/> Charge any fee(s) indicated below, except for the filing fee to the above-identified deposit account.             </p>	<p style="text-align: center; font-weight: bold; font-size: small;">FEE CALCULATION (continued)</p> <p style="text-align: center; font-weight: bold; font-size: x-small;">3. ADDITIONAL FEES</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: x-small;"> <thead> <tr> <th colspan="2">Large Entity</th> <th colspan="2">Small Entity</th> <th rowspan="2">Fee Description</th> <th rowspan="2">Fee Paid</th> </tr> <tr> <th>Fee Code</th> <th>Fee (\$)</th> <th>Fee Code</th> <th>Fee (\$)</th> </tr> </thead> <tbody> <tr><td>1051</td><td>130</td><td>2051</td><td>65</td><td>Surcharge - late filing fee or oath</td><td></td></tr> <tr><td>1052</td><td>50</td><td>2052</td><td>25</td><td>Surcharge-late provisional filing fee or cover sheet</td><td></td></tr> <tr><td>1053</td><td>130</td><td>1053</td><td>130</td><td>Non-English specification</td><td></td></tr> <tr><td>1812</td><td>2,520</td><td>1812</td><td>2,520</td><td>For filing a request for ex-parte reexamination</td><td></td></tr> <tr><td>1804</td><td>920*</td><td>1804</td><td>920*</td><td>Requesting publication of SIR prior to Examiner action</td><td></td></tr> <tr><td>1805</td><td>1840*</td><td>1805</td><td>1840*</td><td>Requesting publication of SIR after Examiner action</td><td></td></tr> <tr><td>1251</td><td>110</td><td>2251</td><td>55</td><td>Extension for reply within first month</td><td></td></tr> <tr><td>1252</td><td>410</td><td>2252</td><td>205</td><td>Extension for reply within second month</td><td></td></tr> <tr><td>1253</td><td>930</td><td>2253</td><td>465</td><td>Extension for reply within third month</td><td></td></tr> <tr><td>1254</td><td>1,450</td><td>2254</td><td>725</td><td>Extension for reply within fourth month</td><td></td></tr> <tr><td>1255</td><td>1,970</td><td>2255</td><td>985</td><td>Extension for reply within fifth month</td><td></td></tr> <tr><td>1401</td><td>320</td><td>2401</td><td>160</td><td>Notice of Appeal</td><td></td></tr> <tr><td>1402</td><td>320</td><td>2402</td><td>160</td><td>Filing a brief in support of an appeal</td><td></td></tr> <tr><td>1403</td><td>280</td><td>2403</td><td>140</td><td>Request for oral hearing</td><td></td></tr> <tr><td>1451</td><td>1,510</td><td>1451</td><td>1,510</td><td>Petition to institute a public use proceeding</td><td></td></tr> <tr><td>1452</td><td>110</td><td>2452</td><td>55</td><td>Petition to revive - unavoidable</td><td></td></tr> <tr><td>1453</td><td>1,300</td><td>2453</td><td>650</td><td>Petition to revive - unintentional</td><td></td></tr> <tr><td>1501</td><td>1,300</td><td>2501</td><td>650</td><td>Utility issue fee (or reissue)</td><td></td></tr> <tr><td>1502</td><td>470</td><td>2502</td><td>235</td><td>Design issue fee</td><td></td></tr> <tr><td>1503</td><td>630</td><td>2503</td><td>315</td><td>Plant issue fee</td><td></td></tr> <tr><td>1460</td><td>130</td><td>1460</td><td>130</td><td>Petitions to the Commissioner</td><td></td></tr> <tr><td>1807</td><td>50</td><td>1807</td><td>50</td><td>Processing fee under 37 CFR 1.17(q)</td><td></td></tr> <tr><td>1806</td><td>180</td><td>1806</td><td>180</td><td>Submission of Information Disclosure Stmt.</td><td></td></tr> <tr><td>8021</td><td>40</td><td>8021</td><td>40</td><td>Recording each patent assignment per property (times number of properties)</td><td></td></tr> <tr><td>1809</td><td>750</td><td>2809</td><td>375</td><td>Filing a submission after final rejection (37 C.F.R. 1.129(a))</td><td></td></tr> <tr><td>1810</td><td>750</td><td>2810</td><td>375</td><td>For each additional invention to be examined (37 CFR 1.129(b))</td><td></td></tr> <tr><td>1801</td><td>750</td><td>2801</td><td>375</td><td>Request for Continued Examination (RCE)</td><td></td></tr> <tr><td>1802</td><td>900</td><td>1802</td><td>900</td><td>Request for expedited examination of a design application</td><td></td></tr> <tr><td colspan="5">Other fee (specify)</td><td></td></tr> <tr> <td colspan="4" style="text-align: right;">* Reduced by Basic Filing Fee Paid</td> <td style="text-align: center; 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\*\*or number of previously paid, if greater. For reissues, see above.

SUBMITTED BY		Complete (if applicable)			
Name (print type)	Kevin L. Russell	Registration No.	38,292	Telephone	(503) 227-5631
Signature		Date			

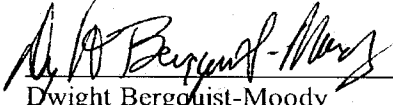
10367162 021303

**CERTIFICATE OF MAILING  
BY EXPRESS MAIL**

Express Mail No.: EL 915420176 US

Date of Deposit: February 13, 2003

I hereby certify that the patent application attached hereto entitled **SYSTEM FOR PROVIDING TRAFFIC INFORMATION**, DeKock, et al., inventors, is being deposited with the United States Postal Service "Express Mail Post Office to Addressee" service on the date indicated above and is addressed to, The Honorable Commissioner for Patents, Box Patent Application, Washington, D.C. 20231.

  
Dwight Bergquist-Moody

## SYSTEM FOR PROVIDING TRAFFIC INFORMATION

5           This application is a Continuation of U.S. Application No. 10/218,850,  
filed August 14, 2002; which additionally is a Continuation of U.S. Application No.  
09/550,476, filed on April 14, 2000; which additionally is a Continuation of U.S.  
Application No. 09/352,156, filed July 12, 1999; which claims the benefit of U.S.  
Provisional Application No. 60/130,399 filed April 19, 1999; U.S. Provisional  
10 Application No. 60/166,868 filed November 22, 1999; and U.S. Provisional Application  
No. 60/189,913 filed March 16, 2000.

### BACKGROUND OF THE INVENTION

          The present invention relates to a system for providing traffic information,  
and more particularly a system for providing traffic information to a plurality of mobile  
15 users connected to a network.

          Commuters have a need for information relating to the congestion and  
traffic which they may encounter on a commute over a road, a highway, or a freeway.  
Unfortunately, the prior art methods of providing traffic information to commuters do not  
allow commuters to evaluate the extent to which there is congestion on a highway on  
20 which the commuter may wish to travel.

          One known method of providing traffic information consists of radio  
reports. A radio station may broadcast traffic reports, such as from a helicopter that  
monitors traffic conditions over portions of a freeway. Unfortunately, these reports are  
usually intermittent in nature. Accordingly, to hear the report, the commuter must be  
25 listening to the radio station at the time the report is being broadcast on the radio.

5 Further, the extent of the information provided is severely limited to broad  
generalizations. For example, the information provided during the broadcast may be  
limited to the area being currently viewed by the reporter, or the information may be  
based on a previous view at a prior time of another portion of the freeway. Some  
broadcasts may include multiple observers of different portions of the freeway, yet these  
10 systems also provide incomplete information relating to overall traffic patterns. In  
addition, the information provided is vague, subjective, and usually limited to broad  
generalities relating to traffic flow.

Another known traffic information system is provided by television  
broadcasts. In these systems, television stations may mount video cameras pointed at  
15 certain portions of a freeway, or may broadcast video images from a helicopter. The  
television station may periodically broadcast traffic reports and include in the traffic  
report a view of different portions of the freeway from the video cameras. Again, this  
system provides little useful information to a commuter. The commuter must be  
watching the broadcast at the time the information is being transmitted. However, by the  
20 time the commuter actually gets into his vehicle and enters a potentially congested area,  
the traffic may have changed. Further, the information provided is limited to those areas  
where the traffic is being monitored and may consist of stale information. Often the  
video image is limited to a small portion of the road, and shows traffic flowing in a single  
direction.

25 Yet another method to provide traffic information is to provide a website  
that is accessible using the Internet that contains traffic information. While these types of  
systems have the advantage of providing more up to date information, these systems  
typically provide a map for a large area. Thus, for a person commuting in a car, the  
system displays traffic information for many areas not of interest to the commuter. In  
30 addition, these types of systems require manipulation by the commuter to find the



5                   Westerlage et al., U.S. Patent Nos. 5,097,377 and 5,987,377, disclose a system for determining an expected time of arrival of a vehicle equipped with a mobile unit.

                  Zijderhand, U.S. Patent No. 5,402,117, discloses a method of collecting traffic information to determine an origin-destination matrice without infringing upon the  
10                   privacy of the users.

                  Mandhyan et al., U.S. Patent No. 5,539,645, is related to monitoring movement of traffic along predetermined routes, where individual moving elements can move with a high degree of discretion as to speed except when congestion, accident or the like limit speeds. Mandhyan et al. uses the deployment of calibrant vehicles for  
15                   collecting and reporting information which describes vehicle speeds actually being experienced along the routes of interest where the data are processed statistically as a function of the time of day. The output provides baseline data against which observations at a particular time, category, weather, event, and location can be compared, to identify the existence of abnormal conditions, and to quantify the abnormality. To  
20                   determine abnormal conditions, Mandhyan et al. teach the use of probe vehicles. In particular, Mandhyan et al. is applicable to monitoring the flow of motor vehicles along roads which are subject to delays of sufficient frequency and severity that correction action or dissemination of information announcing a delay are economically desirable. Unfortunately, the use of probe vehicles may be expensive and the relevancy of the data  
25                   is limited to the availability of the probe vehicles.

                  Lappénbusch et al., U.S. Patent No. 5,982,298, disclose a traffic information system having servers that makes traffic data, images, and video clips available to a user interface on client devices. Lappenbusch et al. envision that the client devices are personal or desktop computers, network computers, set-top boxes, or  
30                   intelligent televisions. The user interface includes a road map showing a plurality of road

5 segments that a user can interactively select. Vehicular speed information is provided to  
the system from traffic sensors monitoring the traffic. In addition, the user interface has a  
road image area that changes as the user selects different road segments to show recent  
images of a currently selected road segment. Unfortunately, the system taught by  
Lappenbusch et al. is complicated to operate and requires significant user interaction to  
10 provide relevant data, which is suitable for such "stationary" traditional computing  
devices.

Smith, Jr. et al., U.S. Patent No. 5,774,827, disclose a system to alleviate  
the need for sophisticated route guidance systems, where the commuter has a positioning  
system as well as a map database in a car. A central facility receives and stores current  
15 traffic information for preselected commuter routes from various current traffic  
information sources, such as local police authorities, toll-way authorities, spotters, or  
sensors deployed on the road ways to detect traffic flow. To achieve the elimination of  
sophisticated route guidance systems a portable device receives a travel time only for  
preselected commuter routes from the central facility. In this manner, Smith, Jr. et al.  
20 teach that each user receives only the traffic information that is relevant to the user's  
preselected commuter routes. If desired, the preselected commuter routes may be  
presented as a set of route segments, where each of the segments is coded to indicate  
commute time. In response, the user may choose an alternative route known by him that  
is different from any preselected commuter routes. Smith, Jr. et al. further suggest that a  
25 GPS enabled portable unit for transmitting a present position of the portable device to the  
central facility such that the central facility uses each present position to calculate at least  
a portion of the current travel information. By matching multiple positions of the  
portable device with known positions on the preselected route and measuring the time  
between two consecutive matched positions the central facility can obtain up-to-the  
30 minute traffic information to be used in broadcasting future travel times to other users of



5 preselected commuter routes. Unfortunately, the system taught by Smith, Jr. et al.  
requires the user to define a set of preselected commuter routes for each route to be  
traveled, which may be difficult if the user is unfamiliar with the area. In addition,  
Smith, Jr. et al. teach that the user should select alternative routes that are known to the  
user, presumably if the commute time of the preselected commuter routes are too long,  
10 which is difficult if the user is not already familiar with the area.

Pietzsch et al., U.S. Patent No. 5,673,039, disclose a system for dynamic  
monitoring of the total traffic in a stretch of road equipped with monitoring and  
information-provision system, as well as warnings to drivers, and hence the possibility of  
regulating the traffic. The system does not require that the vehicles be equipped with  
15 appropriate sensors and transmitting equipment.

Akutsu et al., U.S. Patent No. 5,987,374, disclose a vehicle traveling  
guidance system that includes data providing devices laid on a road and a vehicle. The  
vehicle includes a data transmitter for sending a data providing device traveling data of  
the vehicle when the vehicle passes over the vicinity of the data providing device and a  
20 data receiver for receiving data sent from the data providing device. The traveling data  
may include vehicle pass time or vehicle pass time and speed. The data providing  
devices laid on the road include a receiver for receiving the traveling data from the  
vehicle and a transmitter for sending other passing vehicles the traveling data. A control  
center communicating through the data providing devices laid on the road can use the  
25 received traffic data from the vehicles to predict the occurrence of traffic congestion  
based on the pass time and speed of a vehicle. It is assumed that at a certain point,  
vehicles were traveling smoothly at a certain time and the speed of each vehicle has  
decreased drastically at the next time. In this case it is expected that traffic congestion  
will occur in the vicinity of that point. Therefore, smooth travel can be achieved by, for  
30 example, communicating to each vehicle data etc. indicating bypasses in order not to

5 worsen traffic congestion. Therefore, a vehicle operator can gain knowledge of the traveling state of a vehicle which has already passed over that point and adjust travel considering traffic flow.

While all of the above systems provide some degree of traffic information for a commuter, nevertheless the above systems do not provide an efficient method of  
 10 collecting and presenting objective traffic information to a commuter. What is desired, therefore, is a system for providing traffic information which allows a commuter to obtain information at any time desired by the commuter, that provides information relating to a plurality of points along a road, that provides information relating to  
 15 different traffic levels, that provides information that is particularly relevant to the commuter, and that provides the information in an easily understood format that may be easily utilized by a commuter while driving.

BRIEF SUMMARY OF THE INVENTION

The present invention overcomes the limitations of the prior art by providing a system for providing traffic information to a plurality of users connected to a  
 20 network. In a first aspect the present invention provides a system comprised of a plurality of traffic monitors, each comprising at least a traffic detector and a transmitter, the traffic detector generating a signal in response to vehicular traffic and the transmitter transmitting the signal. The system also includes a receiver that receives the signals from the traffic monitors. A computer system is connected to the receiver and is also  
 25 connected to the network. The computer system, in response to a request signal received from one of the users, transmits in response thereto information representative of the signals transmitted by the traffic monitors.

In a second separate aspect of the invention, a system provides traffic information to a plurality of users connected to a network. Traffic is detected at each of a

5 plurality of locations along a road and a signal is generated at each of the locations  
representative of the traffic at each of the locations. Each of the signals is transmitted  
from each of the plurality of locations to a receiver. These signals are sent from the  
receiver to a computer system. The computer system receives a request from one of the  
users for traffic information. In response to the request, the computer system transmits  
10 information representative of the traffic at each of the plurality of locations to the user.

In a third separate aspect of the invention, a system provides traffic  
information to a plurality of users connected to a network. The system comprises a  
plurality of mobile user stations, each mobile user station being associated with the  
display, a global positioning system receiver and a communicating device to allow each  
15 of the mobile user stations to send and receive signals. A computer system is  
interconnected with another communicating device in the network. The computer system  
is capable of sending and receiving signals to the mobile user stations using the other  
communicating device in the network. The computer system maintains a map database  
and a traffic information database. The traffic information database contains information  
20 representative of traffic data at a plurality of locations. At least one of the mobile user  
stations provides a request to the computer system for information together with the  
respective geographic location of the mobile user station. In response to the request, the  
computer system provides to the mobile user station information representative of  
selected portions of the map database and selected portions of the traffic information  
25 database based on the respective geographic location of the requesting mobile user  
station. The mobile user station then displays graphically on the display information  
representative of selected portions of the map database and selected portions of the traffic  
information database.

The traffic information database may be derived from information  
30 obtained from stationary traffic monitors, mobile user stations, or a combination thereof.

5 The mobile user station allows traffic information to be displayed in a variety of manners. The display can also show graphically the location of the car on the display. The user may select among different modes for displaying traffic information on the display.

The various aspects of the present invention have one or more of the following advantages. The present invention allows a commuter to obtain traffic  
10 information at any time, without waiting for a report to be broadcast. The present invention also allows detailed information relating to traffic conditions based on measurements of the traffic, such as the average vehicular speed or traffic density, to be supplied for a plurality of locations along a road. The invention also allows the convenient display of information in a readily understood form to the user, such as a  
15 graphical display. The foregoing and other features and advantages of the invention will be more readily understood upon consideration of the following detailed description of the invention, taken in conjunction with the accompanying drawings.

#### BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWINGS

20 FIG. 1 shows a schematic of an exemplary embodiment of a system for providing traffic information.

FIG. 2 shows a front elevational view of an exemplary traffic monitor.

FIG. 3 shows an exemplary display for a user station.

FIG. 4 shows a schematic view of an exemplary embodiment of a mobile user unit of the present invention.

25 FIG. 5 is a partial electrical schematic for a traffic monitor of FIG. 2.

FIG. 6 is an alternative exemplary display.

5                   FIG. 7 shows a schematic view of another exemplary embodiment of a series of traffic monitors along a road.

                  FIG. 8 shows another exemplary display for a user station.

                  FIG. 9 is a flow chart for a method of processing video data to yield traffic information.

10                  FIG. 10 is a flow chart for an alternative method of processing video data to yield traffic information.

                  FIG. 11 is a schematic representation of a road system having traffic sensors and vehicles at different locations along the road.

15                  FIG. 12 is a combined map and traffic information database representative of the road system depicted in FIG. 11.

                  FIG. 13 is an exemplary embodiment of a centered display.

                  FIG. 14 is an exemplary embodiment of an offset display.

                  FIG. 15 is an exemplary embodiment of a look ahead display.

20                  FIG. 16 is a schematic diagram of a mobile user station having alternative mechanisms for inputting commands to the user station.

#### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

                  Referring now to the figures, wherein like numerals refer to like elements, FIG. 1 shows a schematic diagram of the system 10 for providing traffic information to a plurality of user stations 52 connected to a network 50. A plurality of traffic monitors 20 are arranged at spaced apart locations along a road 12. The traffic monitors 20 measure traffic information by detecting the speed (velocity) or frequency of vehicles traveling along the road (freeway or highway) 12. For example, in one embodiment, the traffic monitors 20 may detect the speed of individual vehicles 14 traveling along the road 12.

25



5 when a vehicle passes over the detector 22B. Such a pressure sensitive detector may be used alone or in combination with detector 22A to measure the frequency or speed (velocity) of the traffic passing along the road 12. Likewise, the detector 22A may be used alone or in combination with the detector 22B to measure the frequency or speed (velocity) of the traffic passing along the road 12. Alternatively, detector 22B could be a  
 10 wire loop buried in the road to measure changing magnetic fields as vehicles pass over the loop.

The detector 22 may measure traffic conditions in a single lane of a freeway or road, or may measure average traffic information across several lanes. The detector 22 could also be embedded in each lane of a road or freeway, such as with a  
 15 pressure sensitive detector 22B. Alternatively, individual detectors could be embedded in a roadway which would sense signals or conditions generated by passing vehicles. For example, each vehicle could include a magnet or could include a signaling device which would be detected by the detector, which could be an electromagnetic sensor or a signal receiver.

20 Referring to FIG. 5, the traffic monitors 20 may also include a processor and a memory for collecting, processing, and storing traffic information provided by the detector 22.

The traffic monitor 20 preferably further includes a transmitter 26 for transmitting the traffic information collected by the detector 22. The transmitter 26 may  
 25 be any type of device capable of transmitting or otherwise providing data in either digital or analog form, either through the air or through a conductor. For example, the transmitter could be a digital or analog cellular transmitter, a radio transmitter, a microwave transmitter, or a transmitter connected to a wire, such as a coaxial cable or a telephone line. The transmitter 26 is shown as transmitting the signals through the air to  
 30 a receiver 30. Alternatively, the transmitter 26 could transmit the data to an intermediate

5 receiver before being transmitted to the receiver 30. For example, several traffic  
monitors 20 could transmit traffic information in a daisy chain manner from one end of a  
road 12 to the last traffic monitor 20 at the other end of the road before being transmitted  
to receiver 30. To facilitate this type of transmission most traffic monitors 20 would  
require a receiver. Alternatively, one or more traffic monitors 20 could transmit data to  
10 other traffic monitors 20, which in turn transmit the data to the receiver 30. In order to  
conserve power, the transmitter 26 and the detectors 22 preferably transmit and sense  
information periodically rather than continuously. Further, the traffic information  
generated by the detector 22 is preferably averaged, or otherwise statistically modified,  
over a period of time so as to limit the amount of data that needs to be transmitted and  
15 increase its accuracy.

In one embodiment, the traffic monitoring unit 20 may further include a  
video camera 29. The video camera 29 is also connected to the transmitter 26, so that the  
transmitter 26 may transmit signals corresponding to the image sensed by the video  
camera 29. Alternatively, the traffic monitors 20 may be replaced by video cameras 29.  
20 Multiple images may be obtained by a video camera and the speed of the vehicles 14  
determined based on image analysis of multiple frames from the video camera(s).

One preferred type of monitor 20 utilizes signals from a digital video  
camera to provide the traffic information. Traffic-related information may be obtained  
by analyzing the video sequences from the monitoring video cameras 29. The  
25 information may include how fast the traffic moves and how congested the road is. The  
speed of the traffic may be derived by measuring the speed of vehicles in the video. The  
degree of congestion may be estimated by counting the number of vehicles in the video.  
This invention provides two algorithms for estimating traffic speed and road congestion  
based on video input.



5                   The first algorithm is based on optical flow and its flow diagram is shown  
in Figure 9. First, the algorithm performs camera calibration based on the input video of  
the road and the physical measurements of certain markings on the road. Then the  
algorithm (1) takes a number of frames from the input video; (2) computes optical flow;  
(3) estimates camera motion which may be caused by wind, etc., (4) estimates  
10           independent vehicle motion after compensating the camera motion; (5) estimates traffic  
speed based on the averaged vehicle motion and the camera parameters obtained from the  
camera calibration step; estimates road congestion by counting the number of  
independent motion components; and (6) outputs the estimated speed and congestion  
results.

15                   The second algorithm is based on motion blob tracking and its block  
diagram is shown in Figure 10. First, the algorithm performs camera calibration based on  
the input video of the road and the physical measurements of certain markings on the  
road. The algorithm (1) takes a number of frames from the input video; (2) estimates  
camera motion; (3) detects independent motion blobs after compensating the camera  
20           motion; (4) tracks motion blobs; (5) estimates traffic speed based on the averaged blob  
motion and the camera parameters obtained from the camera calibration step; estimates  
road congestion by counting the number of independent motion blobs; and (6) outputs the  
estimated speed and congestion results.

25                   Traffic monitor 20 further includes a power supply 24. The power supply  
24 is preferably a battery, or may alternatively be a power line, such as a 12 or 120 volt  
power line. The traffic monitor 20 is shown with an optional solar power supply 28. The  
power supply 24 or 28 provides the power necessary for the detectors 22A and/or 22B,  
the transmitter 26, and any other electronics, such as a computer system and/or video  
camera.

5           The receiver 30 receives the signals from the traffic monitors 20 and/or  
video cameras 29. The receiver 30 may be any device capable of receiving information  
(data) such as in either an analog or a digital form. For example, the receiver 30 may be  
a digital or analog cellular receiver, a standard phone, a radio receiver, an antenna, or a  
data port capable of receiving analog or digital information, such as that transmitted  
10 pursuant to a data protocol.

          The receiver 30 receives the information from the traffic monitors 20  
and/or video cameras 29 and passes that information to a computer system 40. The  
computer system 40 preferably includes a processor (such as a general purpose processor,  
ASIC, DSP, etc.), a clock, a power supply, and a memory. The computer system 40  
15 preferably has a port 42, or any type of interconnection, to interconnect the computer  
system 40 with the network 50. Preferably, the computer system 40 includes information  
representative of the road 12 along which the traffic monitors 20 are located, such as a  
map database. The computer system 40 receives the traffic information transmitted by  
the respective traffic monitors 20. The information transmitted by the traffic monitors 20  
20 includes the location or identification of each particular traffic monitor 20 together with  
the data representative of the traffic data provided by the detector 22 and/or video camera  
29 at each traffic monitor 20. The computer system 40 may manipulate the traffic  
information in some manner, as necessary, so as to provide average speeds or other  
statistical data. In the event of video, the computer system 40 may process the images to  
25 determine the speed of vehicles. Also, the video may be provided. Alternatively, the  
user stations may process the traffic information.

          In one embodiment, both the receiver 26 of the traffic monitors and the  
transmitter 30 of computer system are each capable of receiving and transmitting data.  
This allows for two way communication between the monitor 20 and the computer  
30 system 40. Thus, the computer system 40 could remotely operate the traffic monitor 20

5 to change settings, diagnose problems, and otherwise provide input to traffic monitor 20 to facilitate collection of traffic data. For example, the video camera 29 could be remotely positioned to view a traffic lane of interest.

Traffic information may be provided to users in any suitable manner, such as the examples that follow. A user station 52 is connected to the network 50.

10 Preferably, the user station 52 includes a graphic display unit 54 (see FIG. 3). For example, the user station 52 may be a standard personal computer with a display monitor 54. The network 50 is preferably the Internet. However, the network 50 could also be a local area network or any other type of closed or open network, or could also be the telephone network. The user station 52 sends a signal over the network 50 to the

15 computer system 40 requesting traffic information. In response to receiving a request from the user station 52, the computer system 40 transmits traffic information representative of the traffic information collected by the various traffic monitors 20 to the requesting user station 52. The computer system 40 may transmit average speeds detected by each of the traffic monitors 20 at each of their respective locations. The

20 traffic information may be presented to the user as a web page. The computer system may send traffic information corresponding to only some of the traffic monitors. The user may select which portions of the road 12 are of interest, and the computer system 40 may transmit traffic information corresponding to that portion of the road 12.

FIG. 3 shows an exemplary display 54 displaying the traffic information provided by the computer system 40. The computer system 40 provides data from its

25 memory which is representative of the road 12, such as data from a map database, which is displayed as a road 112 on the display 54. The computer system 40 also provides traffic information collected by each, or a selected set, of the respective traffic monitors 20 which is displayed in portions 114a-114d and/or the traffic information derived from

30 individual mobile user stations having a global positioning system locator as described in

5 detail below. In the exemplary display shown in FIG. 3, the portions 114a-114d display  
different colors or patterns representative of average vehicle speeds (for example, in  
miles per hour) along different portions of the road 112. Of course, the display may  
display other types of information, such as traffic flow (vehicles per second) or vehicle  
frequency. The display 54 may include information in either graphical or text format to  
10 indicate the portion of the road displayed, such as location of milepost markers or place  
names 116.

While the display 54 shows one format for displaying the information,  
other formats for presenting the information may likewise be used, as desired. It is not  
necessary to provide a graphical representation of the road 12. Instead, information  
15 could be provided in a textual manner, such as, for example, mile post locations for each  
of the traffic monitors 20 and presenting textual traffic information for each location.

Thus, the system may operate as follows. The traffic monitors 20 detect  
or otherwise sense traffic to provide traffic information. The traffic monitors 20 may  
detect or otherwise calculate vehicle speed, average vehicle speed, traffic flow, vehicle  
20 frequency, or other data representative of the traffic. The traffic monitors 20 may sample  
either continuously, or may sample at intervals to conserve power. The transmitter 26  
transmits the signals provided by the traffic monitors 20 to the receiver 30 either  
continuously or at intervals. Such signals may be either transmitted directly to the  
receiver 30, or may be transmitted through other traffic monitors 20. The receiver 30  
25 receives the signals received by the various traffic monitors 20 and passes these signals to  
the computer system 40. The computer system 40 receives the data from the traffic  
monitors 20. The computer system may calculate or process the traffic information for  
the users, as necessary. It is not necessary for the traffic monitors 20 to calculate traffic  
data, if desired. In response to a request from a user station 52, the computer system 40  
30 provides the traffic information over the network 50 to the user station 52.

5           The system 10 has many advantages. It allows a user to receive contemporaneous traffic information from a plurality of locations. It allows the user to obtain immediate information rather than waiting for the broadcast of information at specified times. Further, the amount of information provided by the system is far superior to that provided by any other traffic reporting system. A user can obtain  
10 immediate and contemporaneous traffic conditions, such as average vehicular speed, traffic flow, or vehicle frequency, for a plurality of locations along a road. Where traffic monitors are provided along several different roads, a commuter may then select among the various alternative routes, depending on the traffic conditions for each road. The system also does not rely on the manual input of information, and thus provides  
15 information more accurately and more quickly. It also eliminates subjective descriptions of traffic information by providing measured data representative of traffic conditions.

          In one embodiment, the computer system 40 also receives the signals generated by the video cameras 29 at the respective traffic monitors 20. FIG. 3 shows an exemplary display 54 in which a video image 129 is provided. In this embodiment, the  
20 user may select from which traffic monitoring unit 20 the video image 129 is to be received from. For example, a user could initially select to view the image generated by the video camera at a first location, and then later view the image transmitted by another video camera 29, preferably at another traffic monitor 20, at a different location.

          The system 10 preferably further includes the ability to send messages about road conditions. FIG. 3 shows such an exemplary message 130 in text format. The  
25 computer system 40 is capable of storing data messages and transmitting the data messages with the traffic information. The data messages would indicate items of particular interest to the commuter. For example, the text message 130 could indicate that there was an accident at a particular location or milepost, that construction was  
30 occurring at another location or milepost, or that highway conditions were particularly

5 severe and that alternative routes should be selected. The system 10 could provide multiple messages through which the user could scroll so as to receive different messages in addition to the traffic information received from the various traffic monitors 20. In another embodiment, the user station 52 includes a voice synthesizer capable of reading the messages to the user.

10 In yet another embodiment, the system 10 may also provide additional graphical information relating to traffic conditions. For example, the computer system 40 could transmit the location of an accident or construction site along the road 12. The information would be displayed on display 54 as an icon or other symbol at the location indicating the presence of an accident or highway construction. Such an icon is shown  
15 at 140 in FIG. 3. Alternatively, the computer system could also display an icon representative of a restaurant, gas station, hospital, rest area, or roadside attraction. In such a system, the computer system would contain or be linked to a database containing such information. The information could be displayed automatically, or in response to a request for such information from a user.

20 In another exemplary embodiment, the computer system 40 automatically generates traffic reports to be sent to the user station 52 at predetermined times. For example, a user may indicate that it wishes to receive a traffic report every morning at 7:30 a.m. The computer system 40 automatically sends to the user station 52 at the predetermined time (7:30 a.m., for example) the traffic information collected from the  
25 traffic monitoring units 20. The information could be sent to be displayed, such as in FIG. 3, or could be sent alternatively in a text or graphical format via e-mail. The traffic report may also be provided in a format specific to the user's geographic region and/or user's driving habits, such as anticipated (potential) route to be traveled. The computer system 40 may also automatically send the traffic information to a display in the user's  
30 vehicle in response to some event, such as turning on the vehicle, time, key press, etc.

5                   In another embodiment, the computer system 40 allows a user to calculate the amount of time necessary to travel from one location to another location along the road 12. The user sends a request to the computer system 40 indicating the two locations along the road along which travel is desired. The user may, for example, indicate on the display by highlighting the two locations on the road 112 using a computer mouse.

10                   Alternatively, the two locations may include the user's current location, as determined by a vehicle based GPS system, so that only the destination needs to be entered. The computer system 40 then calculates the anticipated amount of time it will take to travel from one point to the other point based upon the traffic data collected by the various traffic monitors 20 between the two locations. In addition, the system may calculate

15                   alternative routes in order to determine the fastest route in view of the traffic information. The computer system 40 then sends a signal back to the user station 52 to indicate the amount of time that the travel from the first to the second location will take. The route determined as the best may be overlaid on a map to assist the user in travel.

                  In yet another embodiment of the invention, FIG. 7 shows a divided

20                   freeway with vehicle traffic flowing in opposite directions in each of the divided sections. Each section of the freeway 12 has multiple lanes 12A-12C. The traffic monitors 20 measure traffic in each of the lanes 12A-12C of each section 12 of the divided freeway. The monitors 20 may measure traffic on only one portion of the divided freeway, or may measure traffic conditions in each of the lanes of each of the sections of the divided

25                   freeway. The monitor used to measure traffic in multiple lanes may be a digital video camera.

                  FIG. 8 shows yet another embodiment of a display 54, which displays traffic information for each individual lane of the divided freeway shown in FIG. 7. For example, in display 54, the traffic conditions in each individual lane 112A-112C is

30                   displayed for the road section 112. By displaying conditions for each particular lane, the

5 system has the advantage of allowing the user to anticipate particular lane problems which may occur ahead, such as a wreck 140 in lane 112C. In addition, in an alternative embodiment, the display 54 is capable of displaying the individual location of each individual vehicle on the road 112.

10 FIG. 4 shows an alternative embodiment of a user station 52. User station 52 is a mobile unit in a car 60. User station 52 has transmitting and/or receiving units 64 for communicating with the network 50. Such transmitting and receiving units 64 may be any devices capable of transmitting digital or analog data, such as, for example, a digital or analog cellular phone. The user station 52 may also be contained within a car 60 that further includes an associated global positioning system (GPS) receiver 62. The GPS receiver 62 receives signals from GPS satellites 70 which enable 15 the GPS receiver to determine its location. When a commuter requests traffic information using the mobile user station 52, the request for traffic information may include the location of the user as determined by the GPS receiver 62. When the computer system 40 receives this request, it provides traffic information back to the 20 mobile user station 52 based on the location of the car 60 as provided by the GPS receiver 62. Alternatively, the computer system 40 may provide traffic information to the user station 52 which in combination with the position determined by the GPS receiver 62 displays suitable data to the user on a display or audibly. The user station may also be a cellular phone with an integrated or associated GPS.

25 FIG. 6 shows a representative display of the traffic information provided by the computer system 40. The information provided is essentially the same as that shown in FIG. 3, except that the display 54 contains at 161 the position of the car 60. The mobile user station 52 provides a significant advantage in that it allows the commuter to immediately determine traffic information in the commuter's immediate 30 vicinity based on the commuter's present location. The commuter does not have to wait



5 for a periodic traffic report. Further, traffic conditions are provided at a plurality of locations, and the information is contemporaneous. Based on the receipt of such information, the commuter may decide to use an alternate route rather than continue on the current freeway.

10 Thus, in the embodiment shown in FIG. 4, the system provides the relevant traffic information to the commuter or user on a timely basis. The display may be tailored to provide the information for the current location of the commuter, together with the upcoming traffic that lies ahead.

15 In a preferred embodiment, the system obtains traffic information from users that have a GPS receiver 62. In this system, whenever a user station 52 requests traffic information from the computer system 40, the computer system 40 associates a velocity (speed) of that particular user with its current location. The velocity may be determined through a variety of methods. In one system, when the user requests traffic information, the user station 52 supplies not only its location but also its current velocity. The user station 52 may obtain its current velocity in any fashion. For example, the user station 52 may track its location over time using the GPS receiver 62, and also keep track of the time associated with each location by using an internal clock. The velocity could then be calculated by simply dividing the difference between respective locations by respective times. Alternatively, the user station 52 may be connected to the vehicle's speedometer or odometer, and measure velocity using information provided by the vehicle 60 itself. Alternatively, the computer system 40 itself could calculate the velocity of each user. In such a system, each user station 52 would provide the computer system 40 with a unique identification code together with its location. The computer system 40 then associates a time using an internal clock with each location reported by each user. Preferably, the GPS location is sent together with the current time at the user station so that delays incurred in transmission do not change the result. The velocity of each user

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25  
30

5 could then be calculated by calculating the difference in location for a particular user (identified by its unique identification code) by the respective times associated with each of these locations.

Thus, the computer system 40 develops a database consisting of the location of a plurality of users together with the respective velocities of each of the users. 10 The computer system 40 thus has traffic information consisting at least of the velocity of the traffic for a plurality of locations corresponding to the locations for each of the reporting users. It is preferred in such a system that each user station 52 would contribute to the database, but the computer system could use data from fewer than all of the user stations 52 either requesting information or operating. The system may thus use 15 the information received from the user stations 52 either to calibrate the traffic information provided by monitors 20, or to supplement the traffic information provided by the traffic monitors 20. Alternatively, where the number of users is sufficiently large, the traffic monitors 20 may no longer be necessary, because the users themselves through mobile user stations 52 and GPS receivers 62 provide enough traffic information to 20 generate useful displays of traffic information. Thus, the system may provide traffic information without the use of monitors 20 at all, relying solely on information derived from the mobile user stations 52. With a large number of users at a plurality of different locations, the computer system 40 would develop a database having a large number of velocities associated with a large number of geographic locations. Ideally, if every 25 commuter on a road had a user station 52 with a GPS receiver 62, the computer system 40 would provide not only velocity data but also traffic density or traffic frequency data. Even without every vehicle having a user station 52 providing data to the computer system 40, traffic density or traffic frequency could be calculated using statistical techniques that correlate the reporting user stations 52 with known traffic patterns.

5                   Thus, the combination of the mobile user station 52, GPS receiver and  
transmitting and receiving units 64 provides an especially advantageous method for  
collecting traffic information. Surprisingly, this system is capable of providing traffic  
information that is superior to that collected by stationary sensors. This is because traffic  
information may be potentially collected at more locations based on the number of  
10 mobile user stations 52, and because individual vehicle speed can be monitored rather  
than average vehicle speed. In addition, the system has a significant cost advantage in  
that it is not necessary to install traffic monitors 20, or at least the number of traffic  
monitors 20 that are necessary can be substantially reduced. The system also provides  
automatic traffic reporting, and thus does not rely on the manual input of data.

15 Furthermore, the system is low maintenance, since there are no traffic monitors 20 to  
maintain. The system is also particularly robust, in that if a particular mobile user station  
52 malfunctions, traffic information can still be collected for all locations based on data  
reported by other mobile users. In contrast, if a stationary sensor 20 fails, no data can be  
collected from that location. Thus, the collection of traffic data from a plurality of  
20 mobile user stations 52 to create a traffic information database provides surprising  
advantages and a superior system for providing traffic information.

In the system described above using mobile user stations 52 in vehicles,  
the user station may initiate contact with the computer system 40 by initiating a telephone  
call to the computer system 40. Alternatively, the computer system 40 could initiate a  
25 call to the user station 52, such as over the Internet using a web browser. The user station  
52 would respond with an appropriate signal if information was requested. The user  
station 52 could also, even if no information was desired, provide its current location  
(preferably with current time), and optionally its velocity as well, to allow the computer  
system 40 to gather additional traffic information. This would be useful in the case of  
30 vehicle based Internet browsing for other purposes so that the traffic information would

5 be updated for that user and others. In yet another alternative, the user station 52 would initiate the request to the computer system 40, indicating that traffic information was desired. The computer system 40 would then respond at a series of timed intervals for a set length of time, for example, providing updates every two minutes for thirty minutes.

10 In yet another alternative embodiment of the system 10, the mobile user station 52 is a cellular telephone. The computer system 40 includes a voice synthesizer. A user may telephone the computer system 40 over a cellular telephone network. In response to a request for highway conditions, the computer system 40 generates a traffic report and transmits the information using the voice synthesizer so that the traffic information may be heard and understood over the commuter's cellular telephone. The  
15 location of the user may be determined by an associated GPS receiver, or alternatively by triangulating the location of the user by measuring the distance between the user and several different transmission receiving towers in different cells.

In yet another embodiment of the present invention the computer system 40 or user station 52 may calculate the best route, such as the fastest, between a starting  
20 point and a destination based on the current traffic conditions. This functionality may further be provided in the mobile user station 52 in the car 60 so that the driver may calculate the best route to accommodate for changing traffic conditions. This also assists the driver in unfamiliar cities where he may be unfamiliar with anticipated traffic patterns. The functionality of providing current traffic conditions and/or best route  
25 calculations may be overlaid on maps available for GPS systems, household computers, and mobile user stations.

In addition, an early warning system may be incorporated into the computer system, user station, or mobile user station to provide warning of impending traffic jams, such as the result of a traffic accident. For example, if the average vehicle  
30 speed on a portion of a road ahead of a driver is less than a preselected velocity, such as

5 25 mph, the computer system 40 may send a warning signal to the mobile user station 52. Alternatively, a velocity less than a preselected percentage or other measure of the anticipated velocity for the particular road may be used as the warning basis. It is also envisioned within the scope of the invention that data communications may be accomplished using radio broadcasts, preferably encoded in some manner.

10 Preferably, the computer system 40 and/or the mobile user station 52 in a vehicle 60 has stored in its associated memory a map database representative of the road or highway network that contains longitude and latitude information associated with various geographic locations on the map. This allows easy integration of traffic data that has associated longitude and latitude information. For example, along a particular  
 15 section of a highway, the map database contains the latitude and longitude of selected locations of the highway. The latitude and longitude of the various traffic sensors 20 may be predetermined. When data representative of the traffic at a particular sensor 20 is received, the computer system 40 can easily display the traffic information for that particular location on the map by associating the geographic location of the sensor 20  
 20 with the longitude and latitude information contained in the map database. Similarly, where traffic information is derived from individual mobile user stations 52 in vehicles 60 which report latitude and longitude derived from the mobile GPS receivers 62, the computer system 40 can easily associate the traffic information received from the mobile user station 52 with the map database based on the user's reported latitude and longitude.  
 25 Thus, by utilizing a map database that contains latitude and longitude information for various locations, the system can easily overlay traffic information on top of the displayed map data by associating the geographic data (latitude and longitude) corresponding to the traffic information with the geographic data corresponding to the map.

5                   FIGS. 11 to 12 illustrate such a system. FIG. 11 shows schematically a  
section of a road having various locations 201-218. Along the road are positioned  
various sensors 20a-20d whose geographic locations have been determined. Traveling  
along the road are a variety of users 401-404 having respective user stations and GPS  
receivers. FIG. 12 illustrates one embodiment of a map and traffic information database  
10 that may be developed to provide traffic information over the network to individual users.  
Each of the various locations (or road segments) 201-218 has an associated longitude and  
latitude. In addition, the database may optionally contain the associated road, as well as  
optionally the direction that traffic moves at that location (for example, using a 360  
degree compass, 0 degrees would represent straight north while 90 degrees would  
15 represent straight east). The database also includes traffic information, such as the  
average vehicle velocity calculated for that location. Thus, for example, referring to FIG.  
11, the traffic monitor 20a may be used to provide the vehicle velocity for location 202.  
User 401 may be used to provide the vehicle velocity at location 210.

Of course, while a database has been illustrated that combines both map  
20 and traffic information, the system could use two or more databases containing portions  
of the information, such as a separate map database and a separate traffic information  
database. An example of a map database useful with such a system is Etak Map® from  
SONY®. The map database could reside on either or both the computer system 40 or the  
mobile user station 52.

25                   When a user requests traffic information from the computer system 40, the  
computer system 40 transmits the requested data based on either the geographic location  
of the user, or for the geographic location requested by the user. The computer system 40  
either sends the raw traffic data requested by the user, or sends a signal representative of  
the map and/or traffic database which may be used by the user station 52 to represent the  
30 map and traffic information on the display 54.



5 large, such as 3 miles. The traffic information database may be configured so that the spacing is optimized based on the ability to collect data for different areas. Thus, for a section of freeway in a congested area, the spacing of locations for traffic information may be short, such as 1/4 mile, while in outlying areas the spacing may be large, such as every three miles.

10 Similarly, the amount of time over which data is collected and averaged may be varied. Ideally, the traffic information presented represents traffic conditions at that moment in time. However, it may be necessary to collect data for a length of time in order to gather enough data to either report any traffic information at all, or to insure that the traffic information is truly representative of conditions at that location. Where traffic  
15 density is high, the length of time over which data is collected and used to determine traffic conditions may be short, for example three minutes. In contrast, where traffic levels are light, data may be collected for a long period of time, such as fifteen minutes. When used to determine traffic information, the data may be averaged over the period for which data has been collected. Alternatively, the traffic information could be weighted,  
20 so that older traffic information, though used, is given less weight when determining traffic information for a particular location.

By varying the spacing between locations for which data is associated in the database and the length of time over which information is collected, the database may be configured to optimize the collection and presentation of traffic information. For  
25 areas with high traffic density, the data may be gathered over a short period of time, and the spacing between locations may be small. For areas with low traffic density, the data may be gathered over long periods of time and the spacing may be large. The database may be configured as traffic conditions change, so that during periods of congestion the information is gathered only over a short time for a particular area, while during periods  
30 of freely flowing traffic, the information is gathered over a longer time for the same area.





5 not required to adjust the display 54 by inputting information to the user station 52 in order to constantly view the surrounding traffic information, even as the location of the user changes. Thus a commuter, by selecting the Centered Display, may view constantly updated traffic information for his location without requiring any input from the commuter.

10 Alternatively, the display may be preselected to show the location of the user at a different location on the display 54, but that continues to show the geographic location of the user at a single location on the display 54, even as the geographic location of the user changes. This is referred to as an "Offset Display." This is a variation of the "Centered Display," but allows the user to adjust the display 54 to show more  
15 information of interest to the user. For example, if the user is traveling north, and north is shown at the top of the display 54, the user may choose to display his location near the bottom of the display (offset from the center) so as to display a greater amount of traffic information in the northern direction. Such a display is shown in FIG. 14. Like the "Centered Display," as the geographic location of the user changes, the map and traffic  
20 information is automatically scrolled to show the surrounding road and traffic, while maintaining the location of the user on the display 54. The "Offset Display" is particularly suited for driving along a relatively straight road, so that the user has relatively more upcoming traffic information displayed.

25 Yet another alternative display allows the user to display upcoming traffic information for the road on which the user is traveling, referred to herein as the "Look Ahead Display." In the Look Ahead Display, the display 54 displays the location of the user near an edge of the display 54 so as to maximize the amount of upcoming road and traffic information which is displayed. In the Look Ahead Display, the computer system  
40 and/or the user station 52 determines the direction of the user based on data received from the GPS receiver 62 and compares that direction to the road the user is traveling on.  
30

5 The map and traffic information is then selected so as to maximize the amount of road  
shown ahead of the driver. The user may select to either display the map and traffic  
information so that the cardinal ordinates North, South, East and West remain fixed (for  
example North is always at the top of the display) or the road is generally centered (for  
example vertically on the display) without regard to the cardinal ordinates. For example,  
10 when the display maintains North at the top of the display, and the user is traveling south,  
the display 54 would display the location of the user near the top of the display 54, so as  
to increase the amount of the road ahead of the user that is displayed. If the road then  
curved, so that the user was heading in an easterly direction, the display 54 would show  
the location of the user near the left hand side of the screen so as to display the road  
15 ahead to the east (east appearing on the right hand side of the screen). This is illustrated  
in FIG. 15. By constantly comparing the direction of movement of the user, as  
determined from the data received from the GPS receiver 62, with the road information  
contained in the map database, the system maximizes the amount of map and traffic  
information displayed based on the location and direction of travel of the user.

20 Yet another type of display is the "Stationary Display." In this type of  
display, the underlying map data remains "motionless" while the displayed location of the  
user changes according to the movement of the user. For example, initially, the user's  
geographic location on the map may be shown at the center of the screen. As the user  
moves along a road, the user's location would change on the display 54, while the  
25 position of the road relative to the screen would remain constant. (An example of such a  
display is shown in FIG. 6). If the user moved to a location not displayed, a new map  
would be displayed, showing the location of the user on the new map screen. The  
Stationary Display is useful where the map database is divided into discrete units that  
roughly correspond to "pages." The Stationary Display can show the map data  
30 corresponding to a particular page on the display 54. New pages can be shown as the

5 user's location changes. The Stationary Display may be preferred where the user is familiar with the surrounding area. The Stationary Display may also be less disconcerting to the user, because only a small portion of the screen is changing (the displayed location of the user) as the user's geographic location changes. The Stationary Display may also achieve some efficiencies for the system, because the computer system 10 40 would only be required to send enough data to fill display 54 to show the map for the area surrounding the location of the user and then update as necessary for new traffic information. Thus, the map database could be divided into discrete portions, each portion containing enough information to fill a display. In response to a request from a mobile user station 52 providing location information derived from the GPS receiver 62, the 15 computer system 40 identifies the corresponding portion of the map database to the user station 52. The user station 52 may manage the task of integrating the map database with the user's location to display the geographic position of the user. New map data would only be sent if the user's geographic location changed enough so that a different portion of the map database corresponds to the new location.

20 Yet another mode for displaying map and traffic information is to display a particular area of interest (referred to as the "Area Display"). The Area Display displays a particular geographic area of interest to the commuter. The location of the commuter may or may not be displayed, depending on whether the commuter is located within the area. To receive an Area Display, the mobile user station 52 transmits the 25 location of the area of interest, and in response, the computer system 40 provides pertinent map and/or traffic information. The Area Display may be especially advantageous where the commuter wishes to view a particular area of interest that may be some distance away from the commuter.

30 Typically the maps may be displayed with different amounts of detail, freeways, highways, parks, arterials, side streets, etc., which may be selected by the user.

5 The amount of road detail provided for a particular region may be associated with the map provided and the technique of presentation to provide additional ease of use.

Various alternatives may be used to command the user station 52 and/or computer system 40 to display map and traffic information. In one embodiment, where the network is the Internet, the system may provide a settings preference web page to the user to allow the user to select the user's individual display settings. Thus, the user may  
10 select the scale of the display (i.e. one inch of display equals one geographic mile); the size of the display (to accommodate different screen sizes); the frequency at which the map and traffic information is updated; the particular default display type (such as the "Centered Display," "Look Ahead Display," "Stationary Display," "Area Display," or  
15 other type); and whether information banners are to be displayed. The ability to choose the frequency with which traffic information may be updated may be useful to allow the user to control the cost of providing the information to the user. For example, where the cost of being connected to the network is high, the user may wish to receive only short periodic updates (such as an update every five minutes) to reduce the expense of  
20 receiving data.

The user may also set the time duration for which the traffic information is displayed to the user. The user may choose, for example, to alternate between the traffic information web site, and another web site. Thus, the computer system 40 may transmit traffic information for 30 seconds, and then may transmit information such as stock  
25 quotes from another web site for 30 seconds.

In addition to default settings, or settings that are preset by the user, the user station 52 may be capable of receiving input from the user to actively change how information is displayed in response to user commands. In one embodiment, the user station 52 includes a microphone 53 and voice recognition software to allow the user  
30 station 52 to respond to the voice commands of the user. (See FIG. 16). Thus, the user

5 may by using verbal commands select a particular mode of display, request an update of  
the traffic information, or change the scale of the map. Alternatively, the user station 52  
may have a keyboard to accept input commands via the keyboard. Alternatively, the user  
station may have only a control panel 55 having several key pads 57 which correspond to  
particular types of preset commands. For example, one key pad may allow a user to  
10 request traffic information. Another key pad may allow a user to zoom in on the map  
(i.e. change scale to show more detail), while another key pad would cause the display to  
zoom out (i.e. change scale to show more area). Another key pad may select for the  
Stationary Display, while yet another may select for the Look Ahead Display. The user  
station 52 may allow the user to preset the key pads 57, such as via a web page  
15 preferences page, so that the key pads correspond to the user's particular preferences. The  
use of key pads to select the mode in which information is displayed has several  
advantages. The key pads eliminate fumbling by the commuter, and thus are safer to use  
than a keyboard. They keypads also allow the user to quickly move between different  
types of modes of presentation, so that the commuter may maximize the amount of  
20 information received.

When using data from individual mobile user stations 52 to determine  
traffic information, it may be desirable to screen the data to determine whether it will be  
included in the traffic information database. One type of screening may involve  
comparing the geographic location of the user with particular features stored in the map  
25 database. For example, where the user is located at a stop sign, it may not be desirable to  
include the user's reported velocity in the database. The computer system 40 may be  
programmed so that data received from users at stop signs will not be added to the traffic  
database. Accordingly, when the user reports its geographic location, the computer  
system 40 compares the geographic location of the user with the map database. When  
30 the computer system 40 determines that the user is located at a stop sign (or other

5 location, as desired), the data is rejected. Thus, the vehicle speed data transmitted by the user is screened based on the particular location of the user.

It may also be desirable to screen out data from users that are not traveling along roads of interest. For example, the computer system 40 may maintain a limited traffic information database that only stores traffic information for selected major roads. Thus, the traffic information database may contain data for fewer roads than contained in the map database. If a user is traveling along a side street which is not included in the traffic information database, the data received from the user is rejected or otherwise not used. Thus, the computer system 40 compares the geographic location of the user with the geographic locations of the roads maintained in the traffic information database. If the user reports a location that is not on a road for which traffic information is maintained in the traffic information database, the user's particular traffic information is rejected.

Another type of screening that may be desired is to compare the direction of travel of each user with the direction of travel on various roads before adding the user's vehicle speed to the traffic information database. This may be particularly important where the resolution of the GPS receiver 62 is such that the location of the user may be confused with one or more roads. For example, a user may be traveling along a divided road with lanes of traffic traveling in opposite directions, but the resolution of the GPS receiver 62 does not allow the computer system 40 to determine with confidence in which lane the user's vehicle is traveling. In order to determine what portion of the traffic information database to update, the computer system 40 and/or user station 52 creates a directional vector associated with the user which represents the user's direction of travel. The directional vector is determined based on the movement over time by the user. For example, the directional vector may be represented by a number ranging from 0-359; with 0° representing travel straight north, 90° straight east, etc. When information is received by the computer system 40, it compares the directions of travel of

5 the various roads near the geographic location of the user with the user's directional  
vector. For example, the geographic information reported by the GPS receiver 62  
indicates that the user is located near a particular road that has north/south lanes with  
traffic traveling in each direction. The user's directional vector indicates that the user is  
traveling south. The computer system 40 therefore updates the traffic information  
10 database to add the data received from the user to the traffic information database for the  
lanes of traffic moving in the user's direction of travel. Other instances in which the  
directional vector would be useful would be where a user is crossing a particular road,  
such as when traveling along an overpass or an underpass, and the resolution of the GPS  
receiver is such that the computer system 40 is unable to determine with confidence on  
15 which road the user is traveling. The use of the directional vector thus prevents the  
computer system 40 from incorrectly updating the traffic information database. In  
addition, the altitude component of the GPS data may be used to discriminate between  
users on overpasses or roads that are vertically offset from one another.

20 Yet another type of screening may be necessary where the user reports no  
movement. In this instance, it may be desirable to determine whether the user's data  
should be added to the database, because the user may be stopped along the side of the  
road while traffic is nevertheless moving. Thus, the computer system 40, when it  
receives data from a user indicating that the user has not moved since the last time the  
user reported data, may cross check the data through a variety of algorithms. For  
25 example, the computer system 40 may compare the data reported by the user with the  
traffic information for that portion of the road determined from data taken from sensors  
and/or other mobile users. If the traffic information derived from other sources indicates  
that traffic is moving along the road, the no movement data received from the particular  
user would be rejected. Alternatively, the computer system 40 may be associated with a  
30 system that allows a user to request assistance in the event of a breakdown. The



5 computer system 40 could check to see whether the user has reported a breakdown, and if so, reject the traffic data.

Yet another method for filtering data is to screen data received from particular users and/or classes of devices which are capable of functioning as user stations. For example, it may be desirable to exclude traffic data received from buses, because buses do not provide representative velocity data due to frequent stops. Thus all data from buses could be excluded. Alternatively, data from particular types of user stations could be excluded. For example, the computer system 40 could maintain a database of the particular types of devices used by different users. Because data from hand held devices may not correspond to a vehicle moving along a road, the computer system 40 may reject data from the class of hand held computing devices. Thus the system could distinguish between different classes of users and/or user stations 52 to determine whether to accept traffic data from that user station.

In another embodiment, the present inventors came to the realization that merely encoding the image with a representation of the traffic flow relative to a single fixed value is not optimal. An example of such coding would be red is 0-30 mph, yellow is 30-40 mph, and green is 40+ mph. This coding is adequate for freeways but when roads are encoded that have lower speed limits, the encoding should be relative to what the speed limit is so that the user knows the relative speed of traffic on the road. Thus coding may correspond to relative speed rather than absolute speed. For example, a freeway with speed limit 55 mph would be coded 0-30 mph red, 30-40 mph yellow and 40+ mph green, while a side road with a 35 mph speed limit would be coded 0-20 mph red, 20-25 mph yellow and 25+ mph green. This permits relative encoding which is easier to interpret. Alternatively, encoding may be based on other relative measures, such as for example, anticipated traffic flow for that particular road, section of road, time of day, and statistical history measure of traffic in the past. When multiple freeways in

5 the area are all busy, such as Seattle, coding for absolute values may show everything as red. However, if relative coding is used, the traffic flow may be relative to other roads so that the encoding dynamically adjusts to encode one road relative to one or more other roads. In this manner, for example, the "fast" road may be green and the "slow" road may be red.

10 While the present invention has been described in the context of providing traffic information, the present invention may also be used to provide location specific information to mobile users. In one such embodiment, an information database may be created for weather reports, in which various weather reports are associated with respective geographic locations. A user in a vehicle 60 may request a weather report  
15 from the mobile user station 52. The request would include the user's geographic location as determined by the GPS receiver 62. In response to the request, the computer system would access the weather database and select the weather report associated with that geographic location. The location specific weather report would then be transmitted to the mobile user station 52. The weather report would then be displayed or otherwise  
20 communicated to the user through speakers. Other similar information databases could likewise be prepared to associate particular information with geographic locations. In this manner, a user at a mobile user station 52 may easily obtain highly relevant information that is specific to the location of the user. In preferred embodiments of the system, the user may receive both traffic information and other location specific  
25 information at the same time, in sequence, or as requested by the user. In one such embodiment, the user may preselect the information to be retrieved and the sequence of display or communication.

30 The terms and expressions which have been employed in the foregoing specification are used therein as terms of description and not of limitation, and there is no intention, in the use of such terms and expressions, of excluding equivalents of the

5 features shown and described or portions thereof, it being recognized that the scope of the invention is defined and limited only by the claims which follow.

#### CLAIMS

1. A system for providing traffic information to a plurality of mobile users connected to a network, comprising:
  - 10 (a) a plurality of traffic monitors, each said traffic monitor comprising at least a detector and a transmitter, said detector providing a signal including data representative of vehicular movement and said transmitter transmitting said signals;
  - (b) a receiver that receives said signals transmitted by said traffic  
15 monitors; and
  - (c) a computer system interconnected with said receiver and said network;
  - (d) a mobile user station connected to a global positioning system receiver, a display, and a communicating device; and
  - 20 (e) said computer system, in response to a request for traffic information from one of said mobile user stations, providing in response thereto to said one of said mobile user stations traffic information representative of said signals transmitted by said traffic monitors.
- 25 2. The system of claim 1 wherein said traffic information transmitted by said computer system is displayed graphically on said display.

5                   3.     The system of claim 2 wherein said traffic information is displayed together with a video image.

                  4.     The system of claim 2 wherein said traffic information is displayed with a text message.

                  5.     The system of claim 2 wherein said computer system has a map  
10     database, and said computer system, in response to said request for information, transmits map information representative of a portion of said map database, and said map information representative of said map database is displayed graphically together with said traffic information.

                  6.     The system of claim 1 wherein said traffic detector detects  
15     vehicular speed.

                  7.     The system of claim 1 wherein at least one of said transmitters transmits directly to said receiver.

                  8.     The system of claim 1 wherein at least one of said transmitters transmits to another traffic monitor.

20                   9.     The system of claim 1 wherein at least one of said traffic monitors includes a video camera.

                  10.    The system of claim 9 wherein said detector is a video camera.

5                   11.    The system of claim 1 wherein said user provides latitude and longitude information to said computer system.

                  12.    The system of claim 1 wherein said computer system selects said traffic information to provide to said mobile user station based on a signal received from said global positioning system receiver.

10                   13.    The system of claim 12 wherein said computer system maintains a traffic information database containing data representative of traffic at a plurality of locations and updates said traffic information database in response to signals received from said mobile user station.

                  14.    The system of claim 13 wherein said mobile user station displays both the location of said mobile user station and traffic information graphically on said display.

                  15.    The system of claim 14 wherein said mobile user station has an input mechanism to select a mode in which traffic information is shown on said display.

                  16.    A system for providing traffic information to a plurality of mobile users connected to a network, comprising:

- 20                   (a)    a plurality of vehicles, each said vehicle comprising at least a mobile user station, a global positioning system receiver and a transmitter, said mobile user station providing a signal including data representative of a location of said mobile user station and at
- 25   least one of a speed of said vehicle and an identification code of

5                   said mobile user station and said transmitter transmitting said signal;

(b)           a receiver that receives said signals transmitted by said user stations; and

10           (c)           a computer system interconnected with said receiver and said network, said computer system, in response to a request for information from one of said mobile user stations, providing in response thereto to said one of said mobile user stations information representative of said signals transmitted by said mobile user stations.

15                   17.       The system of claim 16 wherein said vehicle further comprises a display and said information transmitted by said computer system is displayed graphically on said display.

                  18.       The system of claim 17 wherein said computer system has a map database, and said computer system, in response to said request for information, transmits  
20           information representative of a portion of said map database, and said information representative of said map database is displayed graphically.

                  19.       The system of claim 16 wherein said computer system maintains a traffic information database containing information representative of traffic at a plurality of locations and updates said traffic information database in response to signals received  
25           from stationary traffic monitors.

- 5                   20.    The system of claim 17 wherein the location of said one of said mobile user stations is displayed graphically on said display together with said traffic information provided by said computer system.
21.    The system of claim 17 wherein said mobile user station has an input mechanism to select different modes of displaying traffic information on said display.
- 10                   22.    The system of claim 20 wherein said location of said vehicle is shown at a point on said display regardless of movement of said vehicle.
23.    The system of claim 20 wherein said displayed location of said vehicle depends on said location of said vehicle, so that the displayed location changes as the vehicle's location changes.
- 15                   24.    The system of claim 19 wherein said computer system screens data provided by said mobile user stations to determine before updating said traffic information database.
25.    A system for providing traffic information to a plurality of mobile users connected to a network, comprising:
- 20                   (a)    a plurality of mobile user stations, each mobile user station being associated with a display, a global positioning system receiver and a communicating device to allow each of said mobile user stations to send and receive signals;

- 5 (b) a computer system interconnected with another communicating device and a network, said computer system being capable of sending and receiving signals to and from said mobile user stations;
- 10 (c) said computer system including a map database and a traffic information database, said traffic information database containing data representative of traffic at a plurality of locations;
- 15 (d) at least one of said mobile user stations providing a request to said computer system for information together with a respective geographic location of said one of said mobile user stations, and in response thereto, said computer system providing to said one of said mobile user stations information representative of selected portions of said map database and selected portions of said traffic information database based on said respective geographic location of said one of said mobile user stations; and
- 20 (e) said one of said mobile user stations displaying graphically on said display information representative of said selected portions of said map database and said selected portions of said traffic information database.

25 26. The system of claim 25 wherein said computer system is connected to a plurality of traffic monitors, and said traffic information database contains data derived from said traffic monitors.

27. The system of claim 25 wherein said computer system updates said traffic information database based on data received from said mobile user stations.







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SYSTEM FOR PROVIDING TRAFFIC INFORMATION

ABSTRACT OF THE DISCLOSURE

A system for providing traffic information to a plurality of mobile users connected to a network. The system comprises a plurality of traffic monitors, each comprising at least a traffic detector and a transmitter, the traffic detector generating a signal in response to vehicular traffic and the transmitter transmitting the signal. A receiver receives the signals from the traffic monitors. A computer system is connected to the receiver and is further connected to the network. The computer system in response to a request signal received from one of the users transmits in response thereto information representative of the signals transmitted by the traffic monitoring units.

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Alternative systems for gathering traffic information are disclosed.

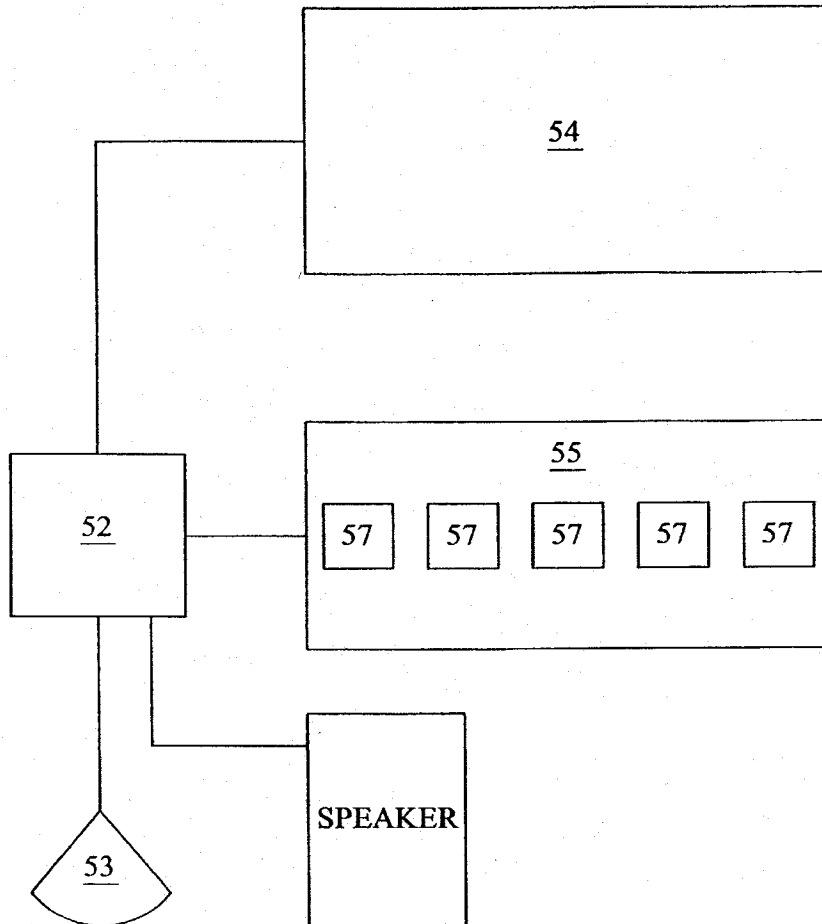


FIG. 16

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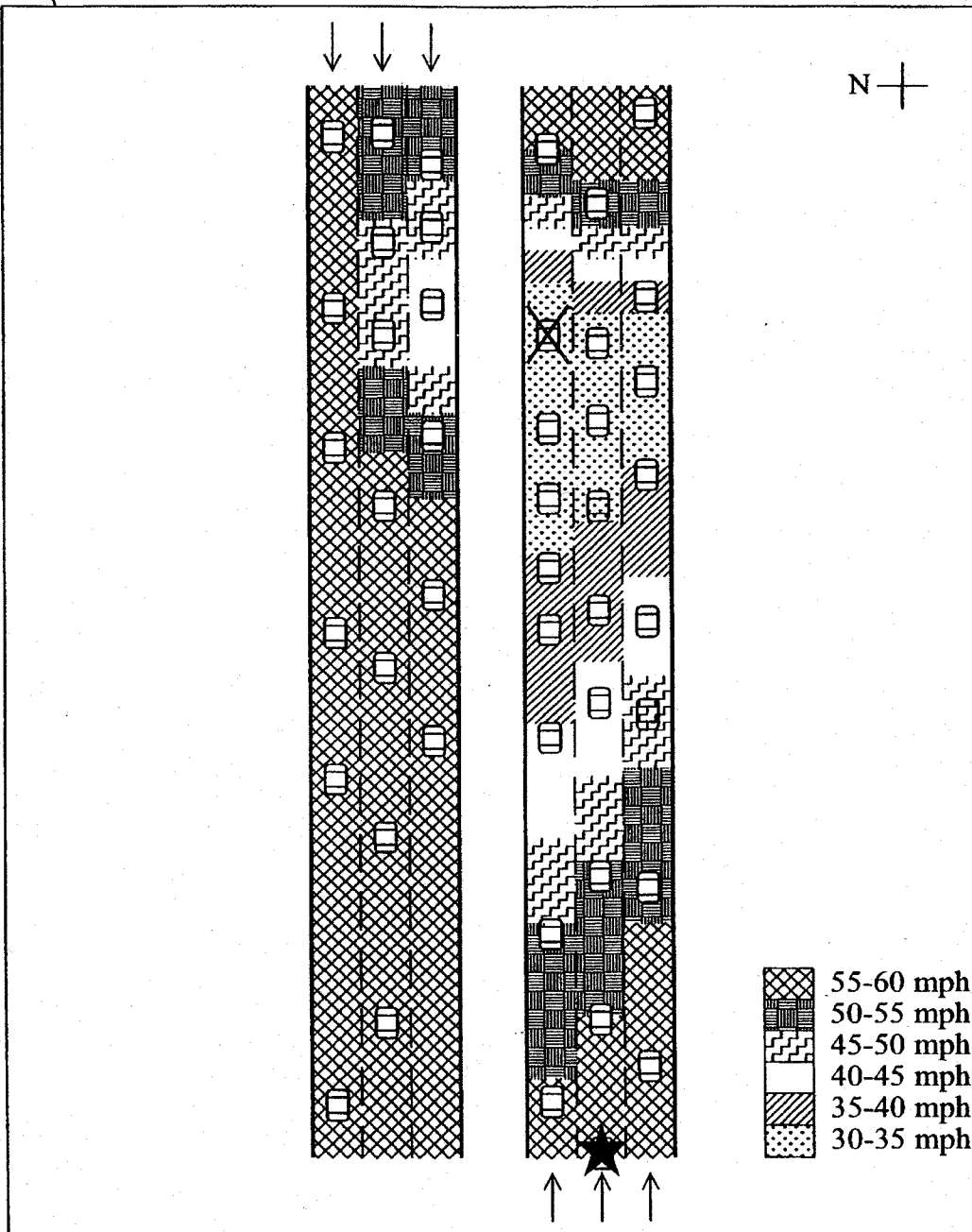


FIG. 15

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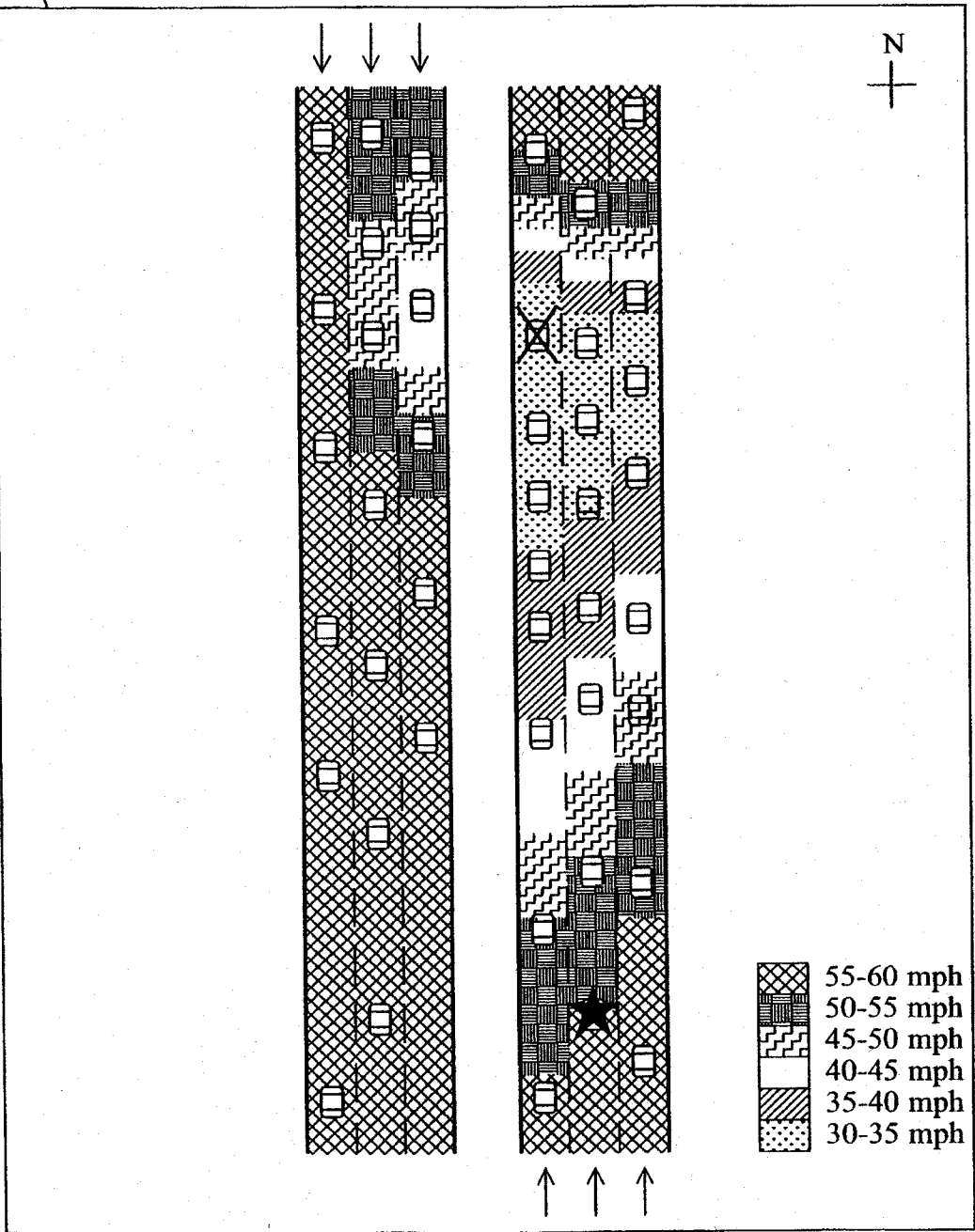


FIG. 14

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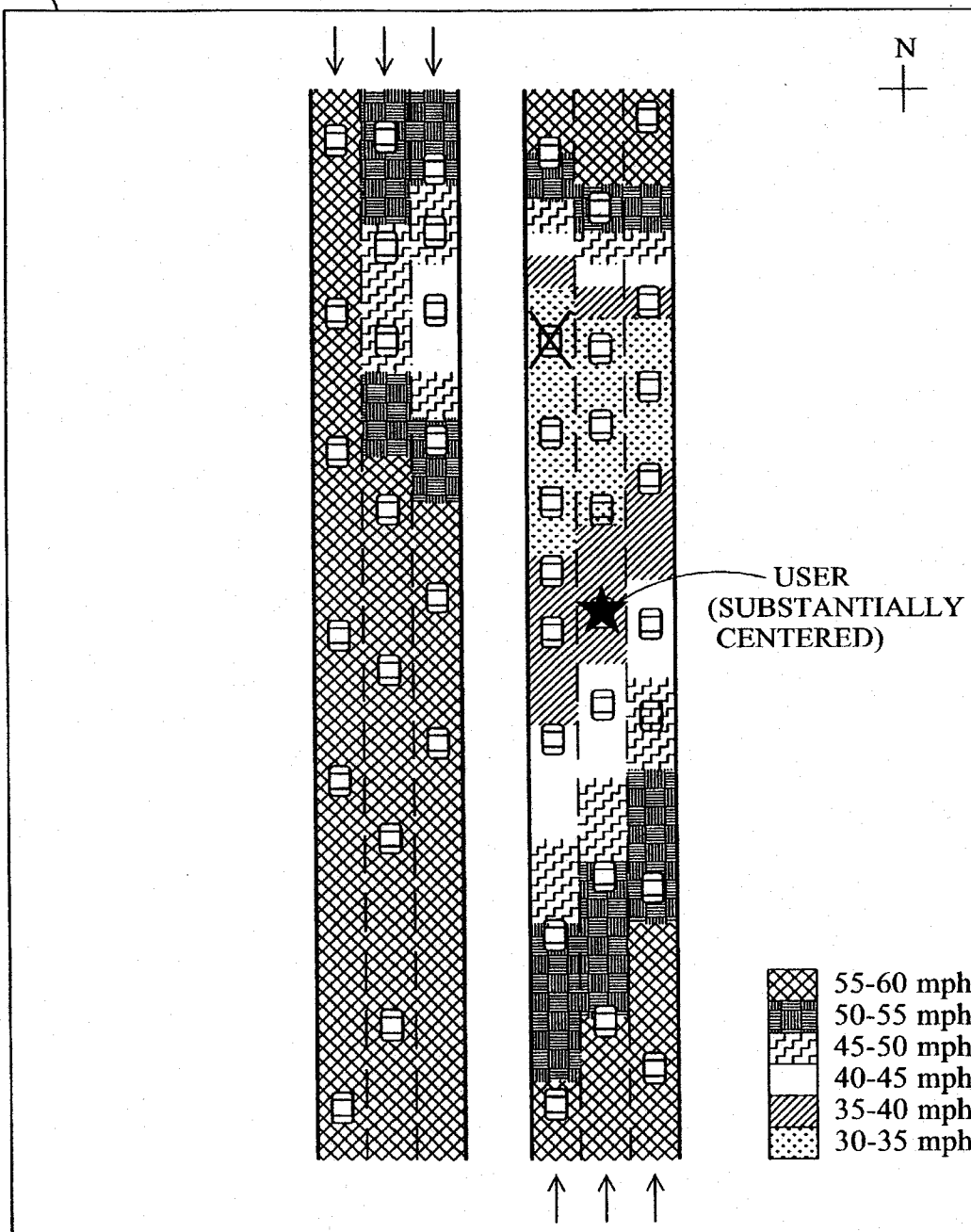


FIG. 13

LOCATION	LAT/LONG	ROAD	DIRECTION	VELOCITY
201	45°54'36"N/ 37°32'12"E	INTERSTATE	0°	55 MPH
202	⋮	LOCAL	27°	20 MPH
203		BYPASS	EAST	STOPPED
204		RESIDENTIAL	NW	⋮
205		⋮	⋮	
206				
207				
⋮				

FIG. 12



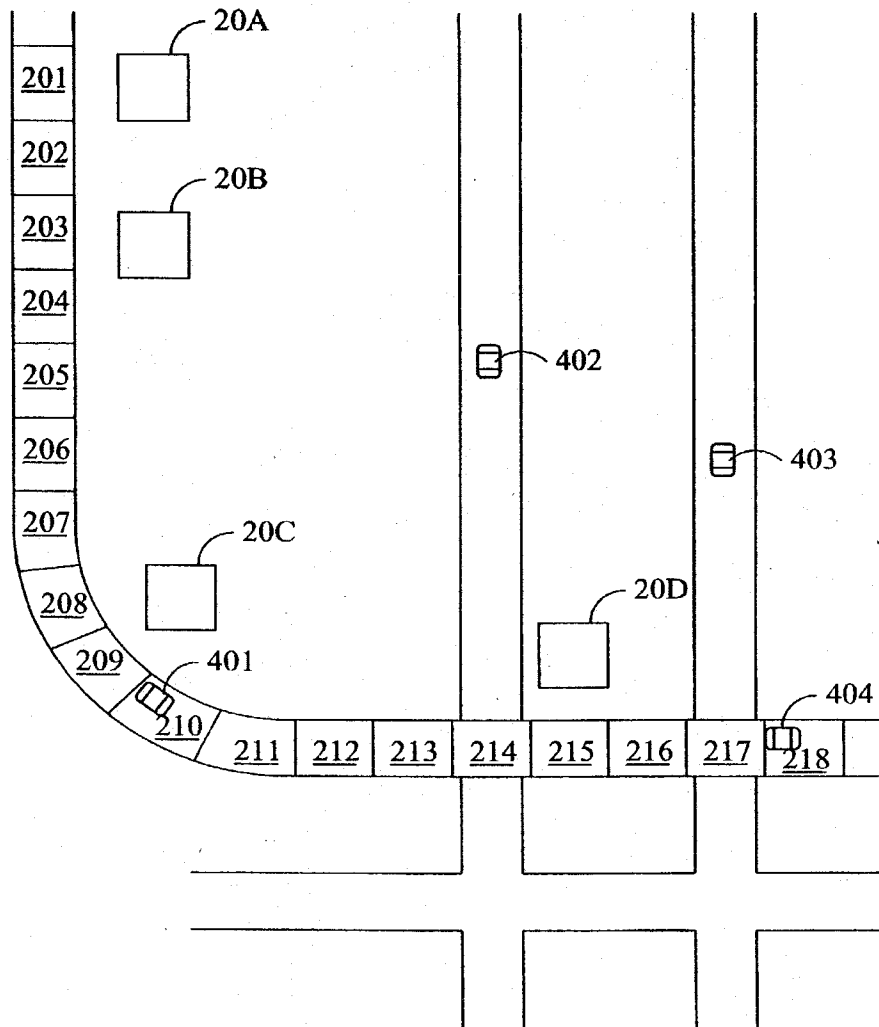


FIG. 11

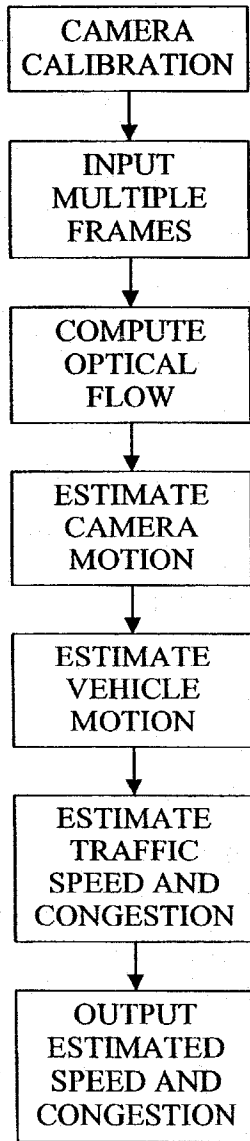


FIG. 9

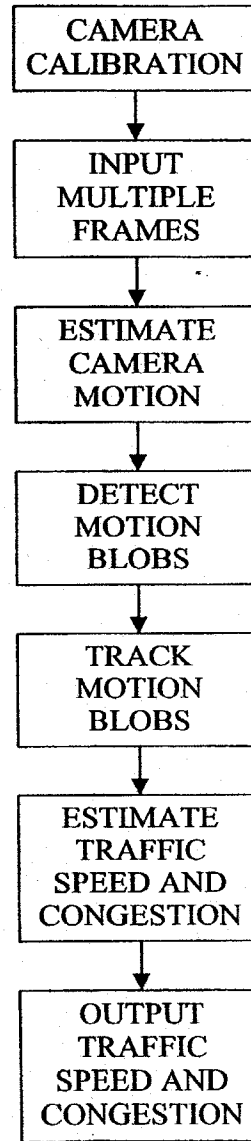


FIG. 10

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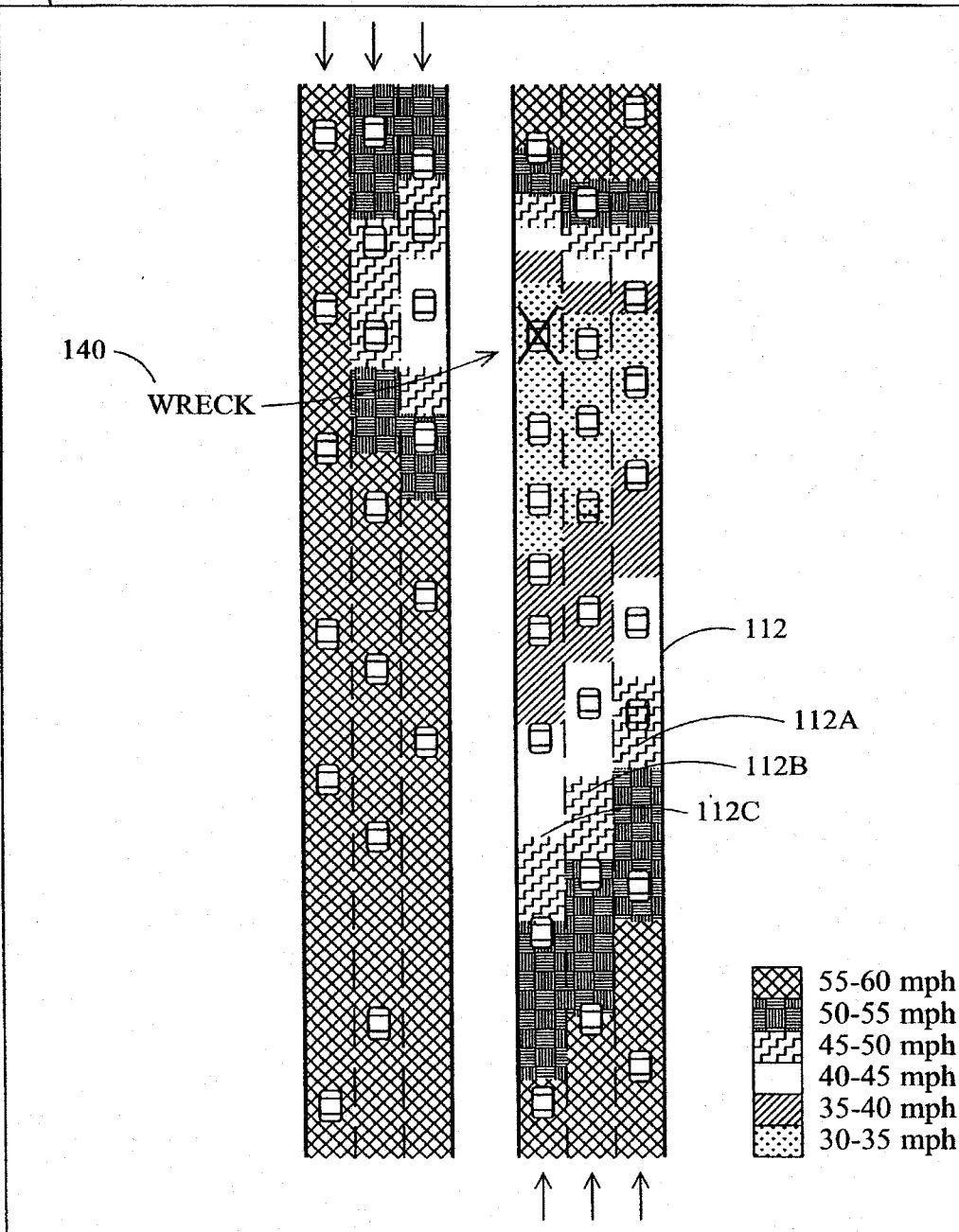


FIG. 8

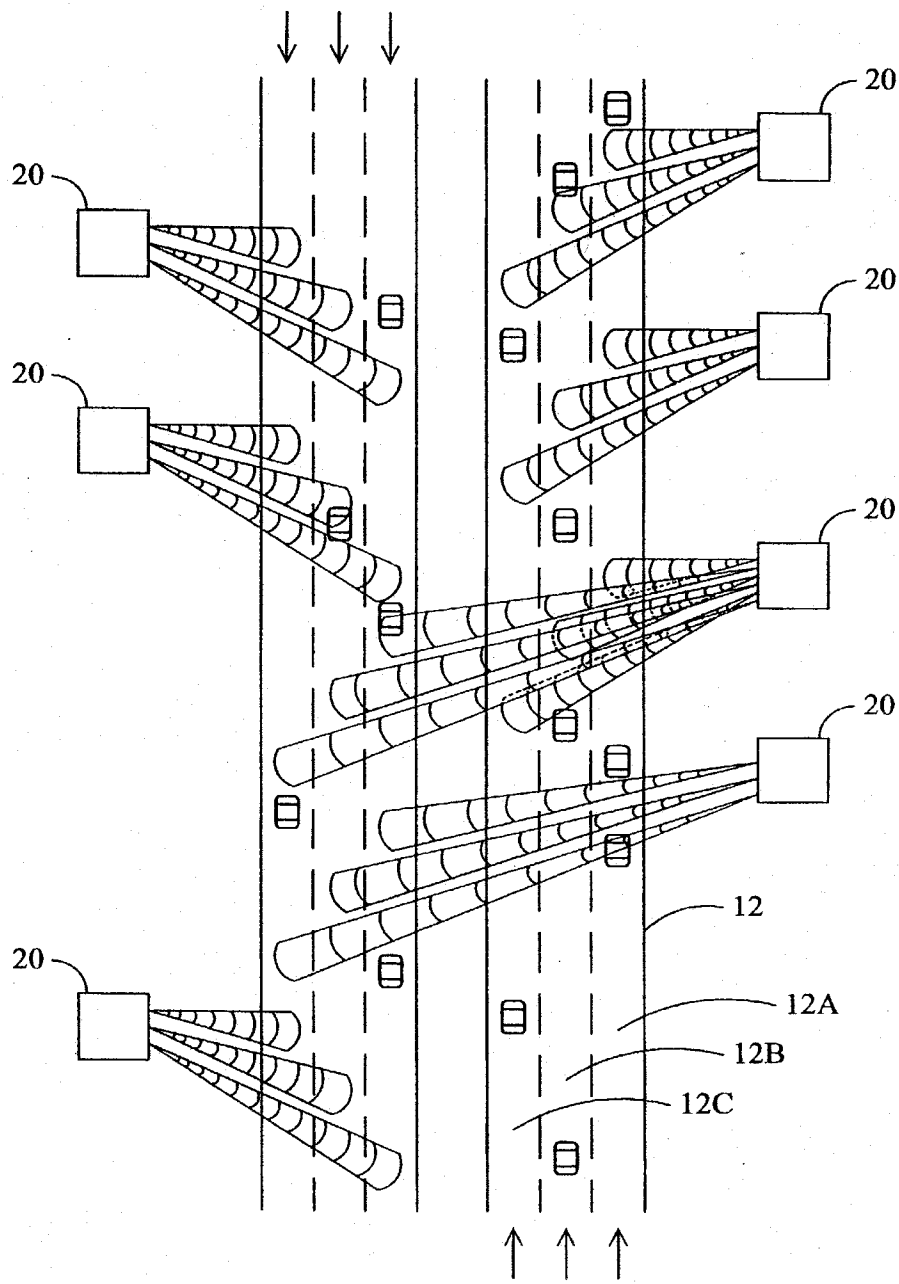


FIG. 7

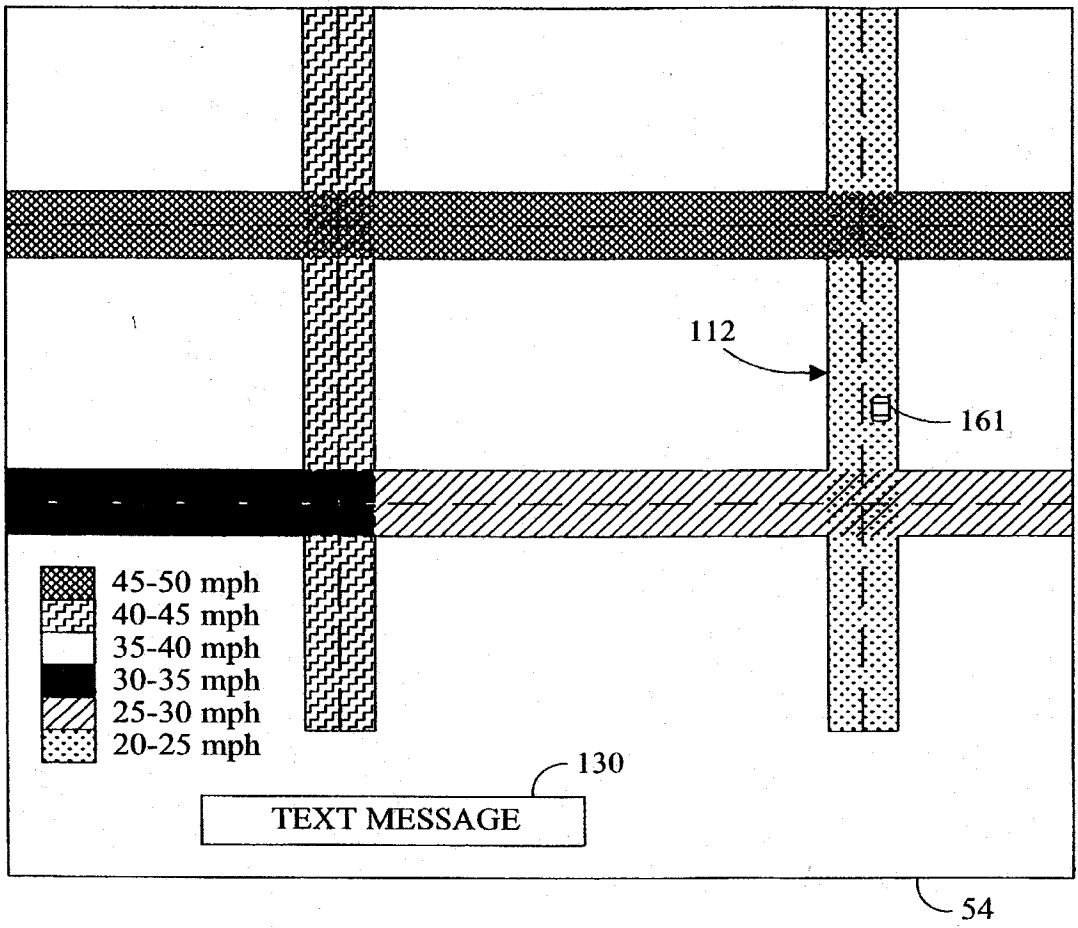


FIG. 6

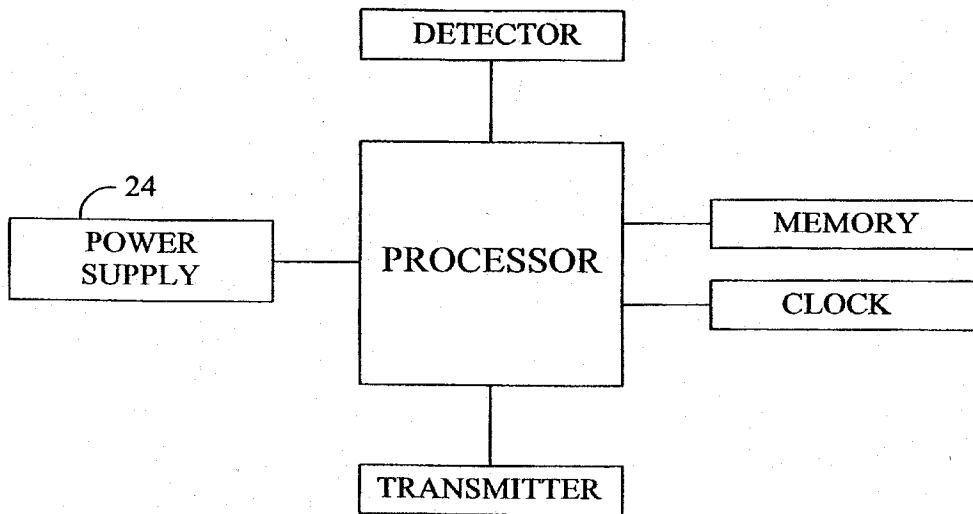


FIG. 5

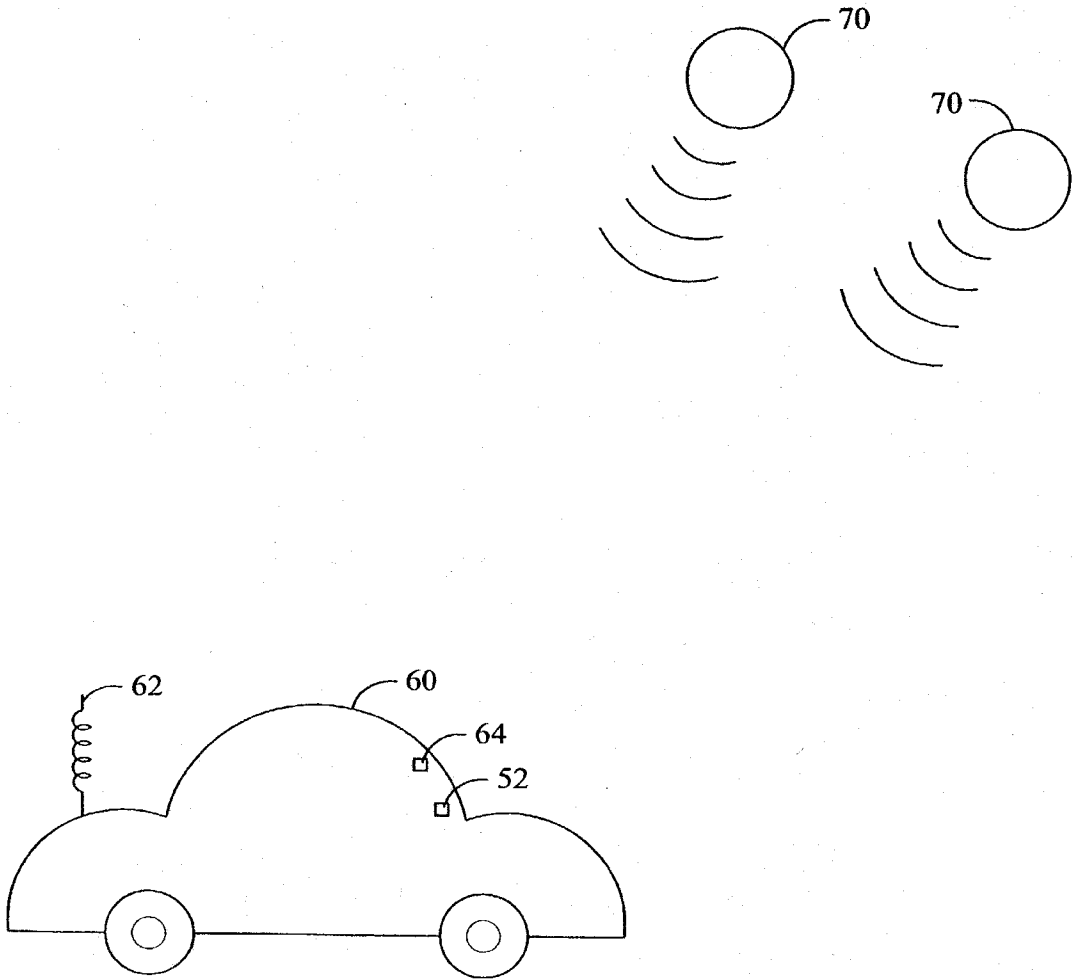


FIG. 4

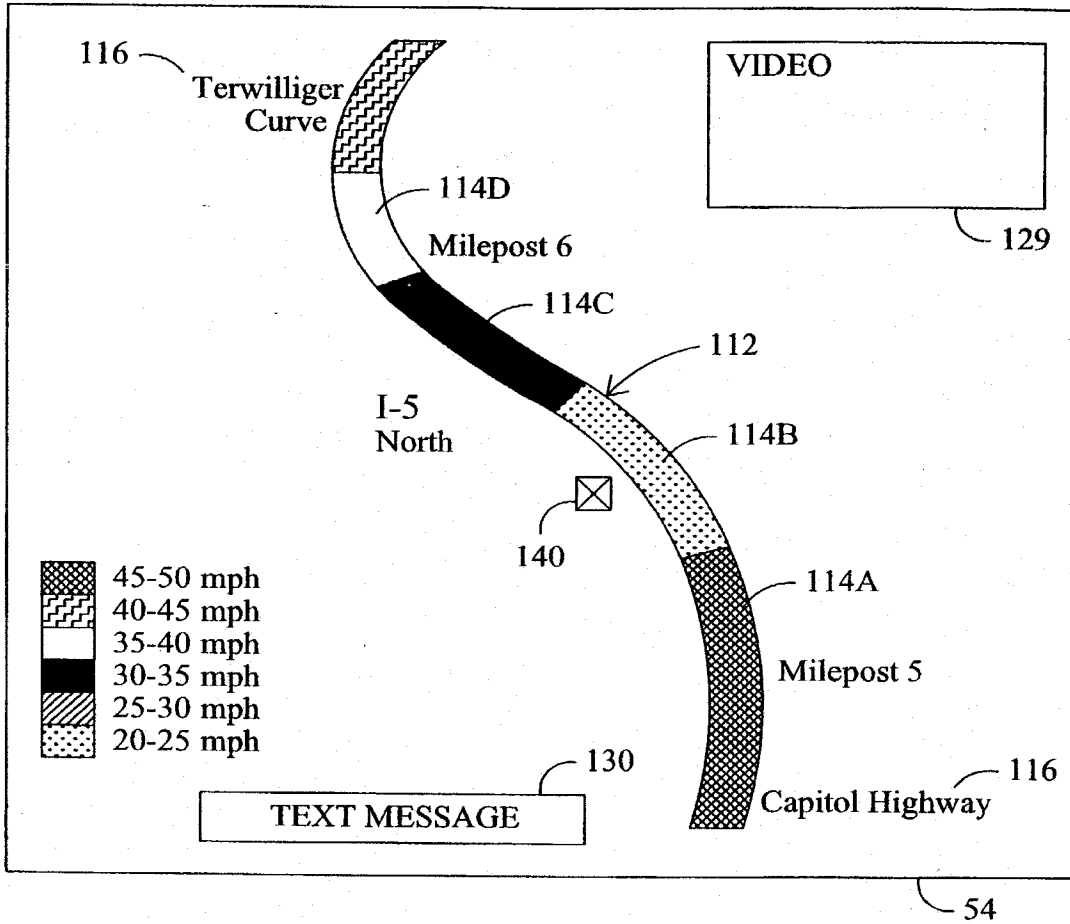


FIG. 3



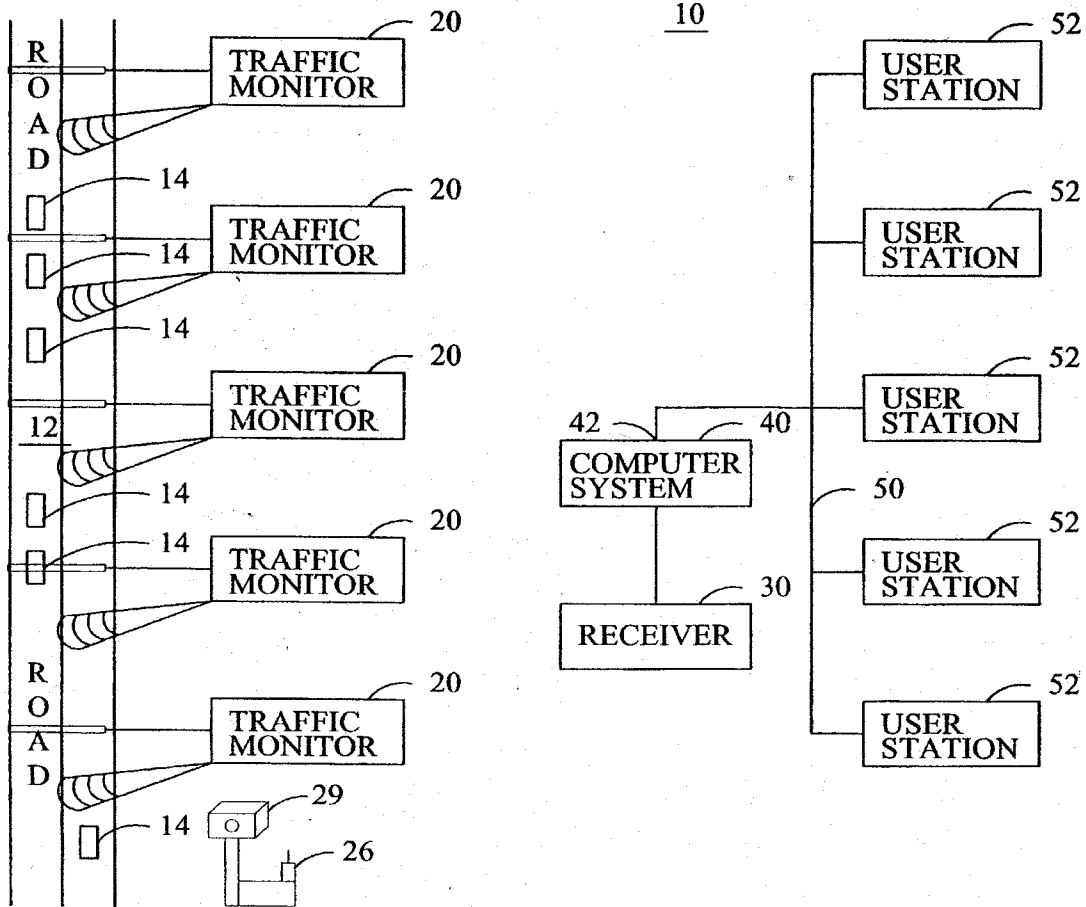


FIG. 1

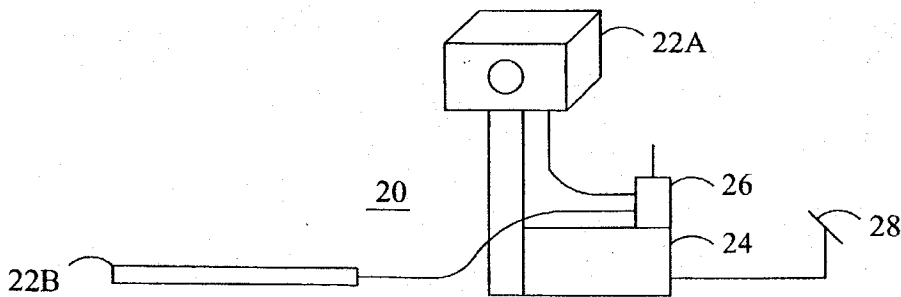


FIG. 2

DECLARATION AND POWER OF ATTORNEY FILED 02/13/03

As a below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name,

I believe I am an original, first and joint inventor of the subject matter which is claimed and for which a patent is sought on the invention entitled:

**SYSTEM FOR PROVIDING TRAFFIC INFORMATION**

the specification of which

is attached hereto.

was filed on \_\_\_\_\_ as

Application Serial No. \_\_\_\_\_

and was amended on \_\_\_\_\_.

(if applicable)

I hereby state that I have reviewed and understand the contents of the above-identified specification, including the claim(s), as amended by any amendment referred to above.

I acknowledge the duty to disclose information which is material to the examination of this application in accordance with Title 37, Code of Federal Regulations, §1.56.

I hereby claim foreign priority benefits under Title 35, United States Code, §119 of any foreign application(s) for patent or inventor's certificate listed below and have also identified below any foreign application for patent or inventor's certificate having a filing date before that of the application on which priority is claimed:

Prior Foreign Application(s)			Priority Claimed
_____	_____	_____	<input type="checkbox"/> Yes <input type="checkbox"/> No
(Number)	(Country)	(Day/Month/Year Filed)	
_____	_____	_____	<input type="checkbox"/> Yes <input type="checkbox"/> No
(Number)	(Country)	(Day/Month/Year Filed)	
_____	_____	_____	<input type="checkbox"/> Yes <input type="checkbox"/> No
(Number)	(Country)	(Day/Month/Year Filed)	

I hereby claim the benefit under 35 U.S.C. §119(e) of any United States provisional application(s) listed below.

<u>60/130,399</u>	<u>4/19/99</u>
(Application Serial No.)	(Filing Date)
<u>60/166,868</u>	<u>11/22/99</u>
(Application Serial No.)	(Filing Date)
<u>60/189,913</u>	<u>3/16/00</u>
(Application Serial No.)	(Filing Date)