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(54) **METHOD AND APPARATUS FOR HYBRID ROUTING USING BREADCRUMB PATHS**

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(58) **Field of Classification Search**
None
See application file for complete search history.

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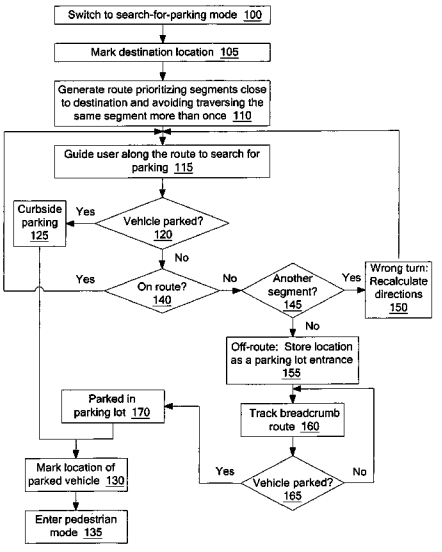
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(57) **ABSTRACT**

A method and apparatus for routing using a positioning device and a map having a plurality of segments; generating a first route from a first location to a second location; generating signals to provide directions along the first route using positioning information from the positioning device; detecting that the positioning device is off-route at a third location, the third location being adjacent to the first route; generating a second route by tracking the position of the positioning device from the third location to to a fourth location, and, in some cases, storing the second route for use in route generation.

20 Claims, 13 Drawing Sheets



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USPTO Transaction History of related U.S. Appl. No. 11/684,301, filed Mar. 9, 2007, entitled "Method and Apparatus for Determining a Route Having an Estimated Minimum Fuel Usage for a Vehicle."
USPTO Transaction History of related U.S. Appl. No. 11/737,125, filed Apr. 18, 2007, entitled "Method and System Navigation Using GPS Velocity Vector."
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USPTO Transaction History of related U.S. Appl. No. 12/016,982, filed Jan. 18, 2008, entitled "Method and Apparatus for Access Point Recording Using a Position Device."
USPTO Transaction History of related U.S. Appl. No. 12/188,139, filed Aug. 7, 2008, entitled "System and Method to Record a Present Trip."
USPTO Transaction History of related U.S. Appl. No. 12/192,018, filed Aug. 14, 2008, entitled "Route Navigation via a Proximity Point."
USPTO Transaction History of related U.S. Appl. No. 12/195,152, filed Aug. 20, 2008, entitled "Systems and Methods for Smart City Search."
Transaction History of related U.S. Appl. No. 12/016,982, filed Jan. 18, 2008, entitled "Method and Apparatus for Access Point Recording Using a Position Device."
Transaction History of related U.S. Appl. No. 12/188,139, filed Aug. 7, 2008, entitled "System and Method to Record a Present Trip."
Transaction History of related U.S. Appl. No. 12/192,018, filed Aug. 14, 2008, entitled "Route Navigation via a Proximity Point."
Transaction History of related U.S. Appl. No. 12/195,152, filed Aug. 20, 2008, entitled "Systems and Methods for Smart City Search."
GPS Utility-Features and Function List; GPS Utility Ltd. website (http://www.gpsu.co.uk/) Copyright 1999-2010.

* cited by examiner

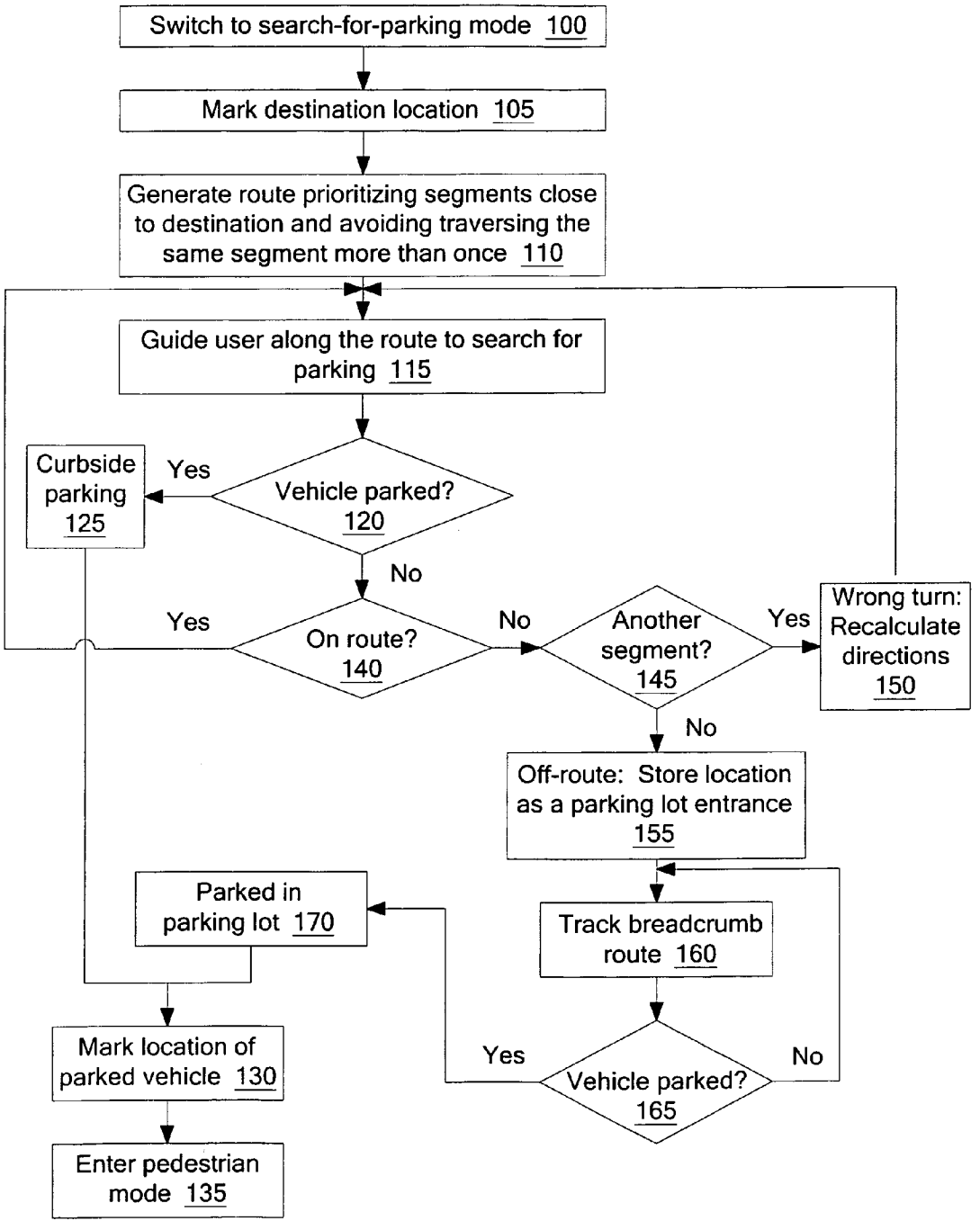

Switch to search-for-parking mode 100
Mark destination location 105
Generate route prioritizing segments close to destination and avoiding traversing the same segment more than once 110
Guide user along the route to search for parking 115
Vehicle parked? 120
Yes
Curbside parking 125
No
On route? 140
Yes
No
Another segment? 145
Yes
Wrong turn: Recalculate directions 150
No
Off-route: Store location as a parking lot entrance 155
Track breadcrumb route 160
Vehicle parked? 165
Yes
No
Parked in parking lot 170
Mark location of parked vehicle 130
Enter pedestrian mode 135

FIG. 1

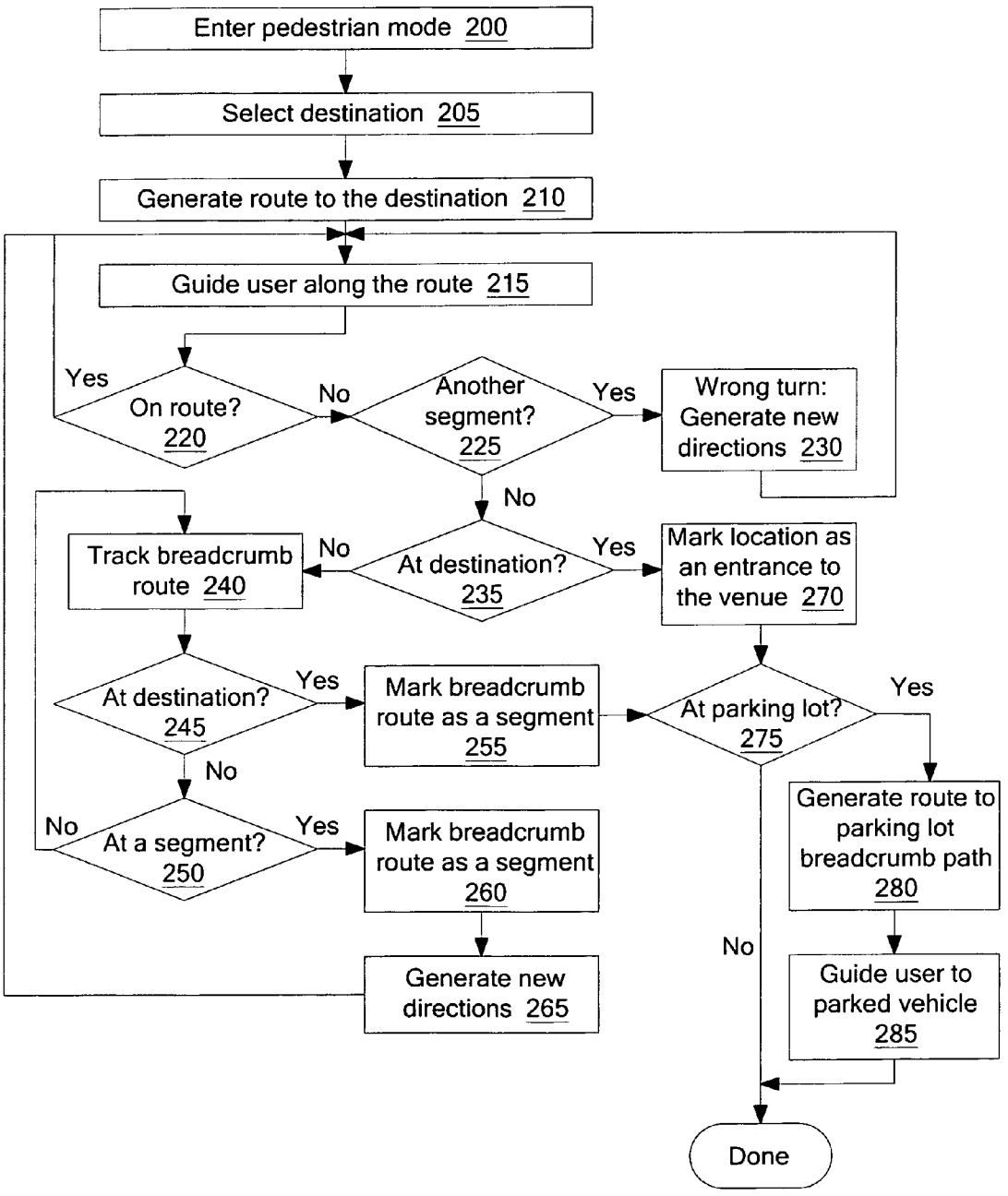

Enter pedestrian mode 200
Select destination 205
Generate route to the destination 210
Guide user along the route 215
On route? 220
Yes
No
Another segment? 225
Yes
Wrong turn: Generate new directions 230
No
Track breadcrumb route 240
No
At destination? 235
Yes
Mark location as an entrance to the venue 270
At destination? 245
Yes
Mark breadcrumb route as a segment 255
At parking lot? 275
Yes
No
At a segment? 250
No
Yes
Mark breadcrumb route as a segment 260
Generate route to parking lot breadcrumb path 280
Generate new directions 265
No
Guide user to parked vehicle 285
Done

FIG. 2

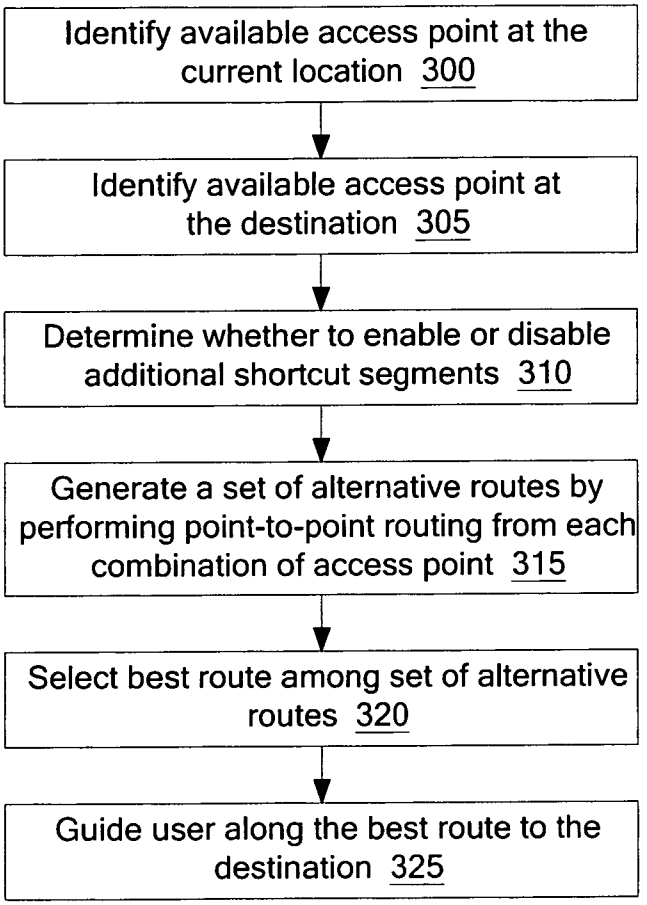

Identify available access point at the current location 300
Identify available access point at the destination 305
Determine whether to enable or disable additional shortcut segments 310
Generate a set of alternative routes by performing point-to-point routing from each combination of access point 315
Select best route among set of alternative routes 320
Guide user along the best route to the destination 325

FIG. 3

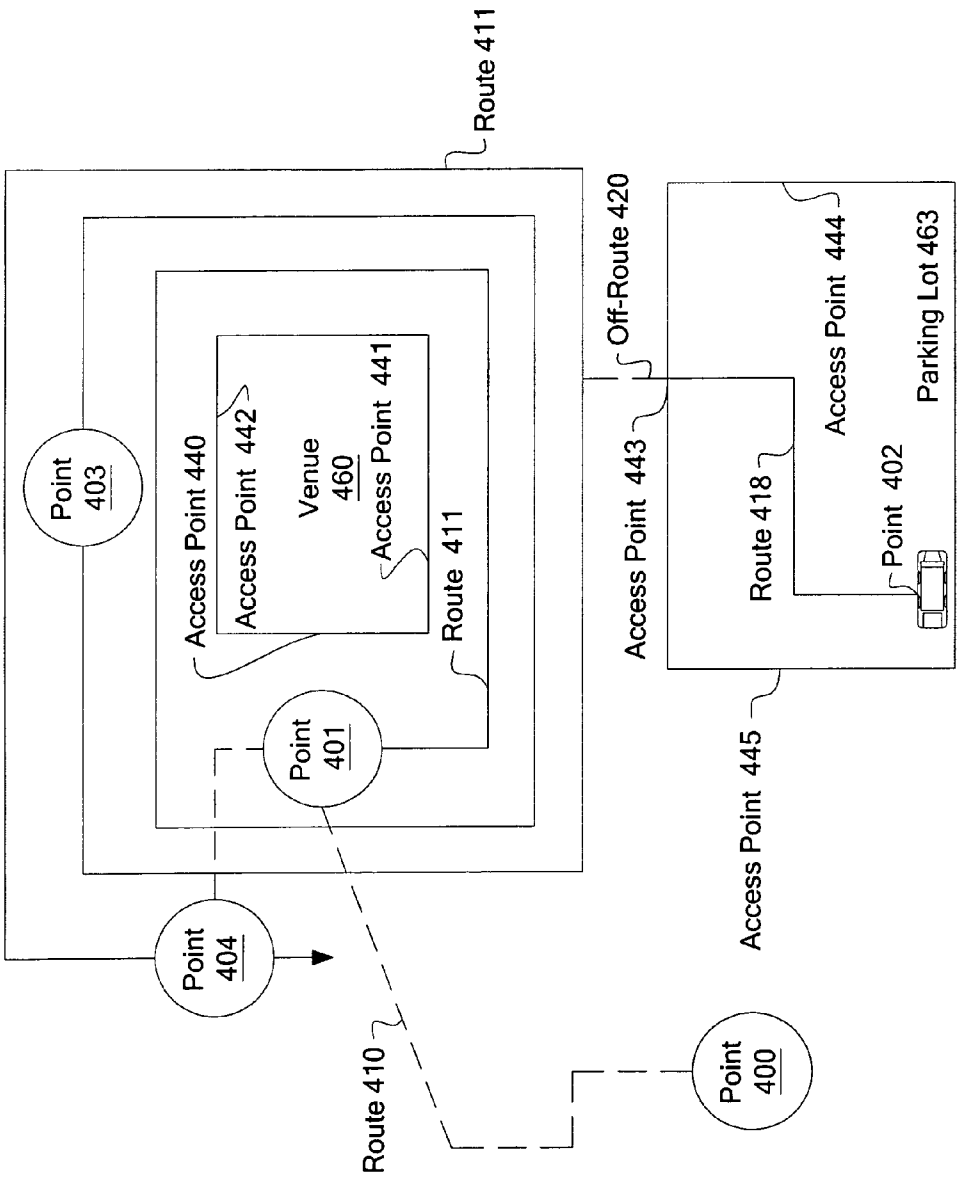

Route 411
Point 403
Access Point 440
Access Point 442
Venue 460
Access Point 441
Route 411
Point 401
Point 404
Route 410
Point 400
Off-Route 420
Access Point 443
Access Point 445
Route 418
Access Point 444
Point 402
Parking Lot 463

FIG. 4

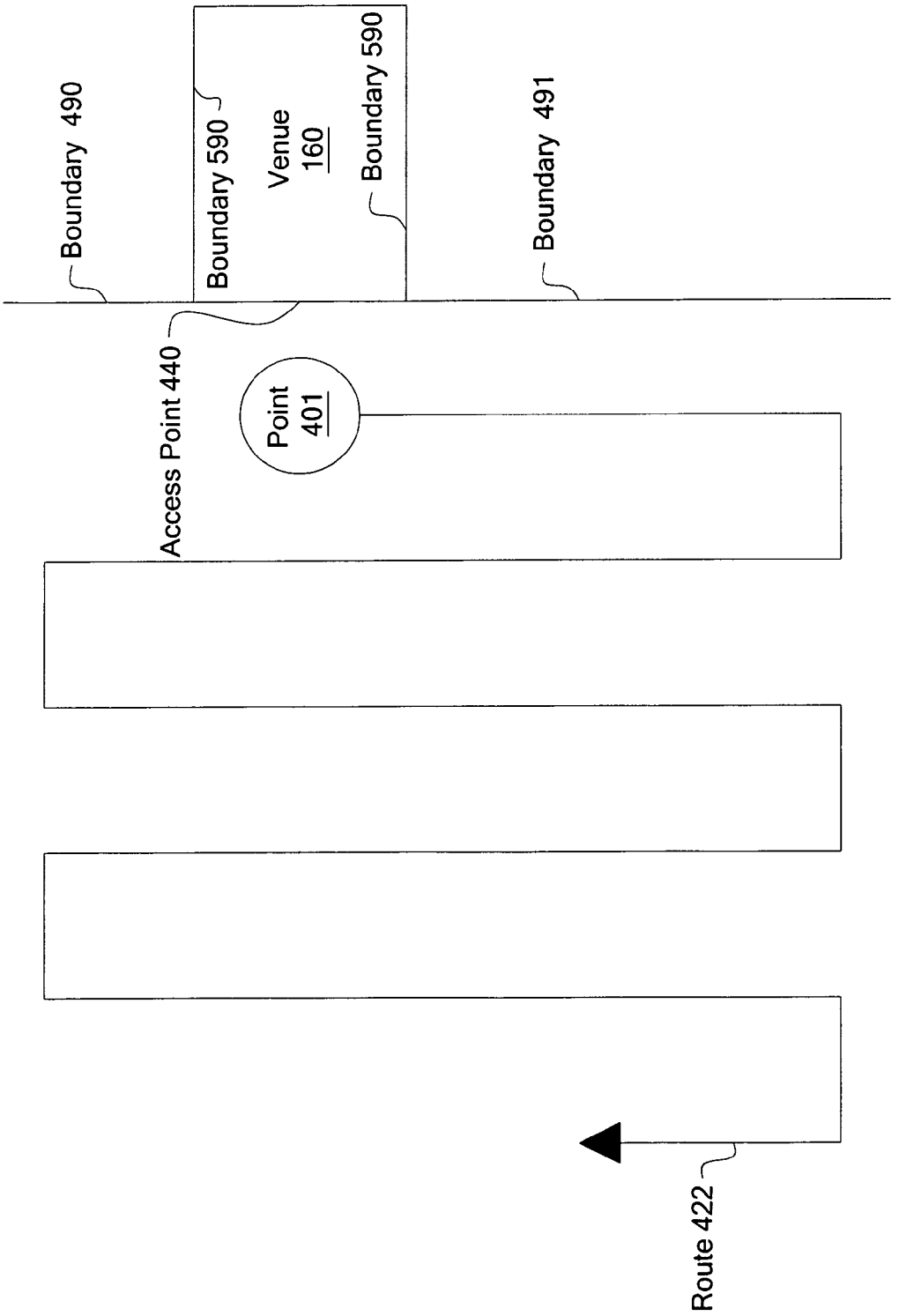

Boundary 490
Boundary 590
Venue
160
Boundary 590
Boundary 491
Access Point 440
Point
401
Route 422

FIG. 5

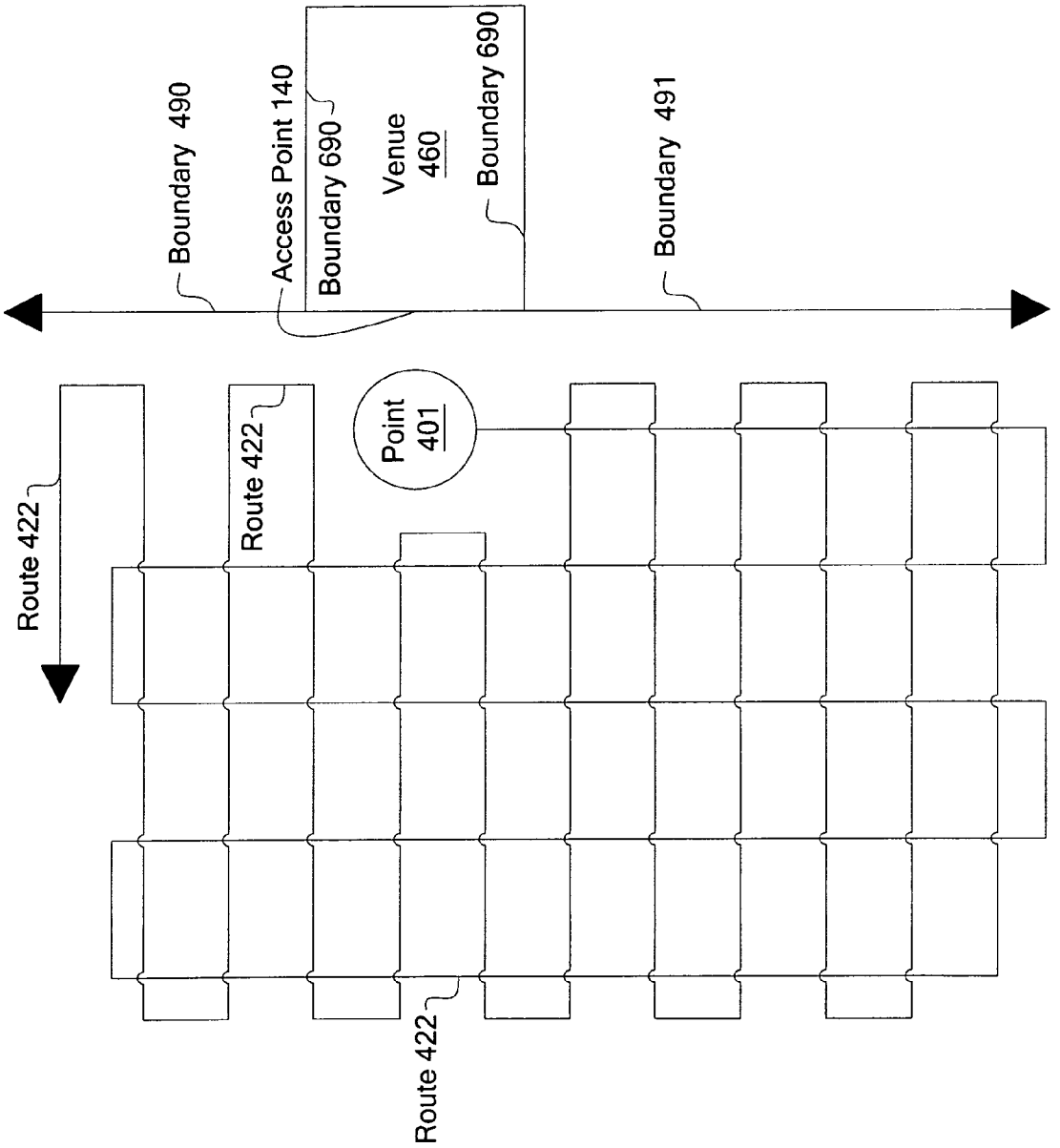

Boundary 490
Access Point 140
Boundary 690
Venue 460
Boundary 690
Boundary 491
Route 422
Route 422
Point 401
Route 422

FIG. 6

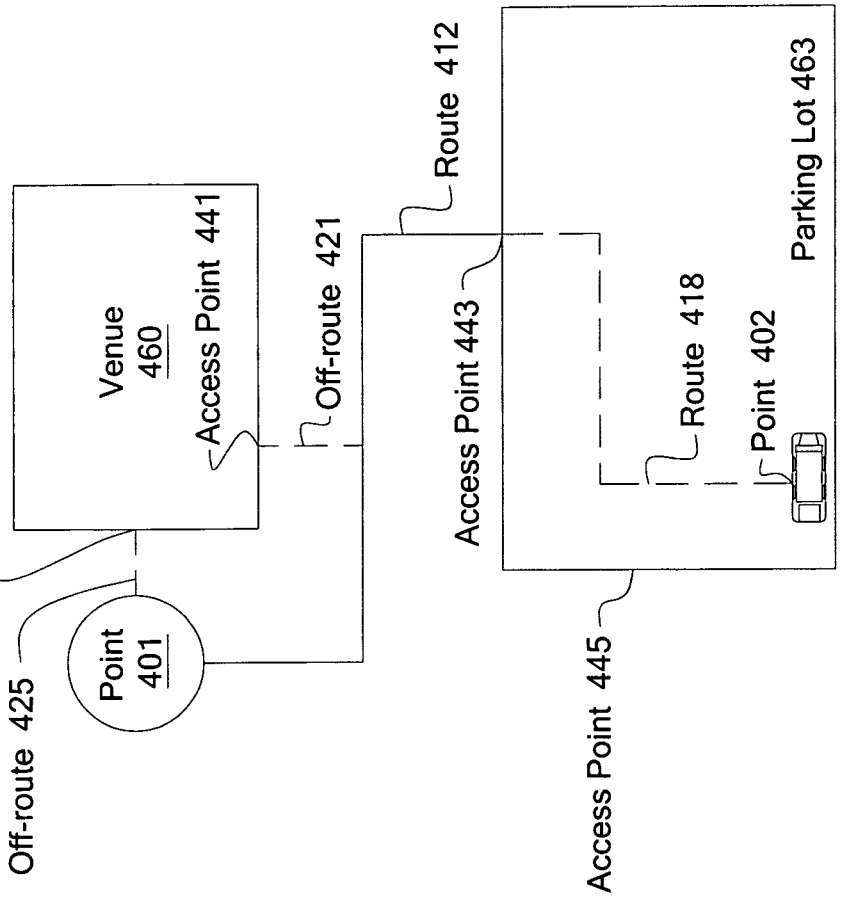

Access Point 440
Venue
460
Access Point 441
Off-route 421
Route 412
Access Point 443
Route 418
Point 402
Parking Lot 463
Off-route 425
Point
401
Access Point 445

FIG. 7

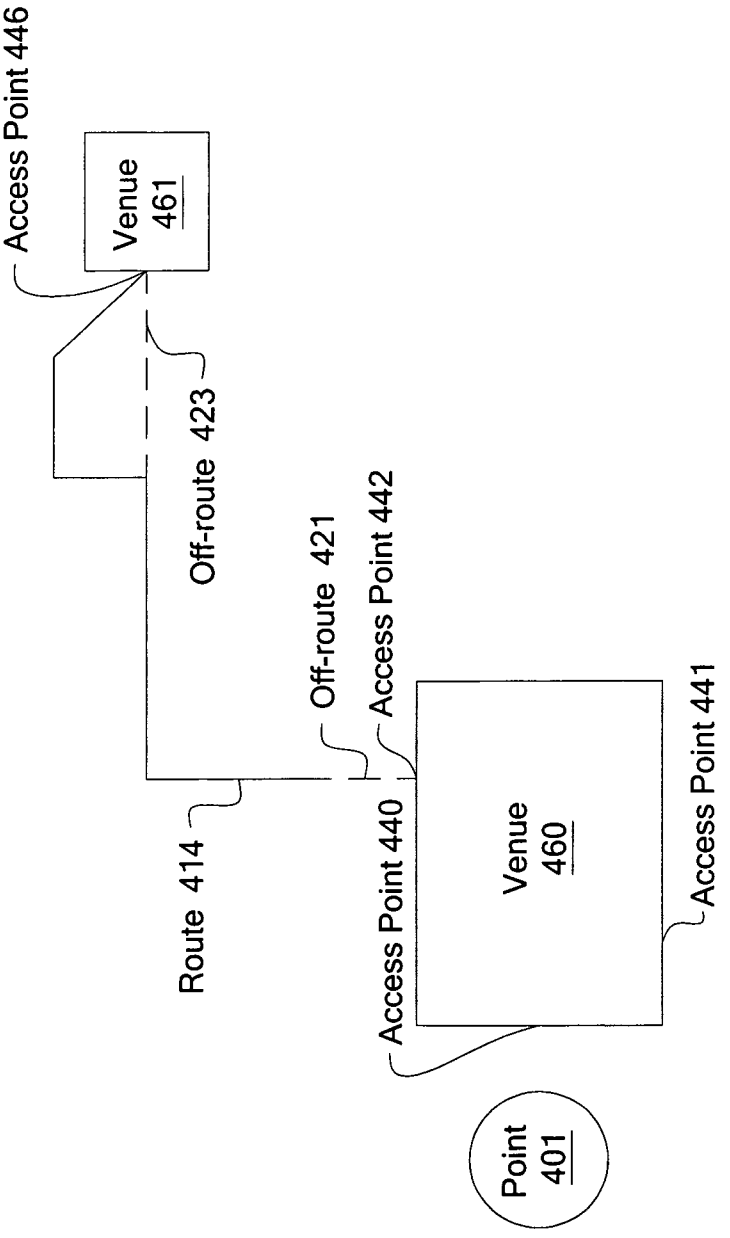

Access Point 446
Venue 461
Off-route 423
Off-route 421
Access Point 442
Route 414
Access Point 440
Venue 460
Access Point 441
Point 401

FIG. 8

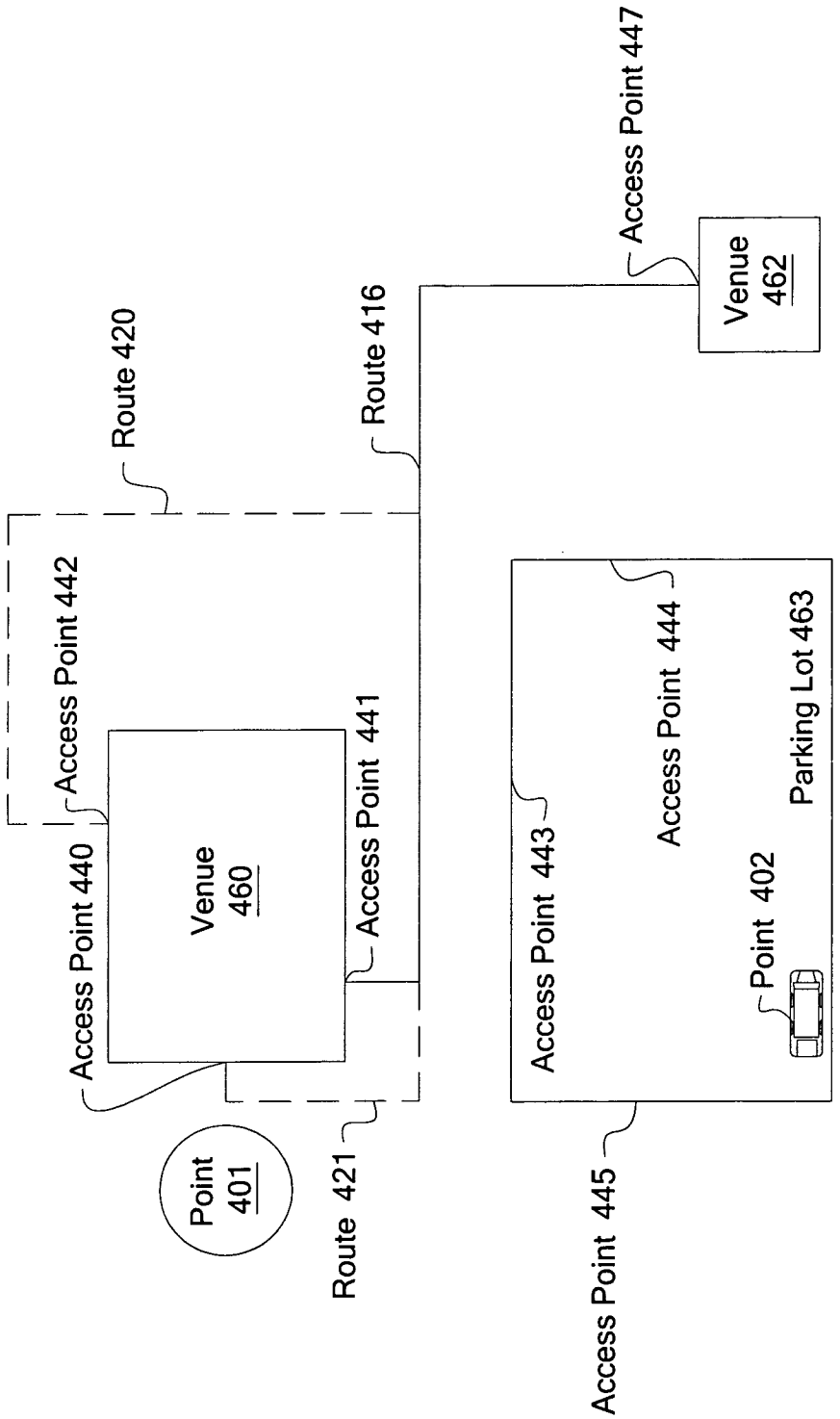

Point 401
Route 421
Access Point 440
Access Point 442
Venue 460
Access Point 441
Route 420
Route 416
Access Point 447
Venue 462
Access Point 443
Access Point 444
Parking Lot 463
Point 402
Access Point 445

FIG. 9

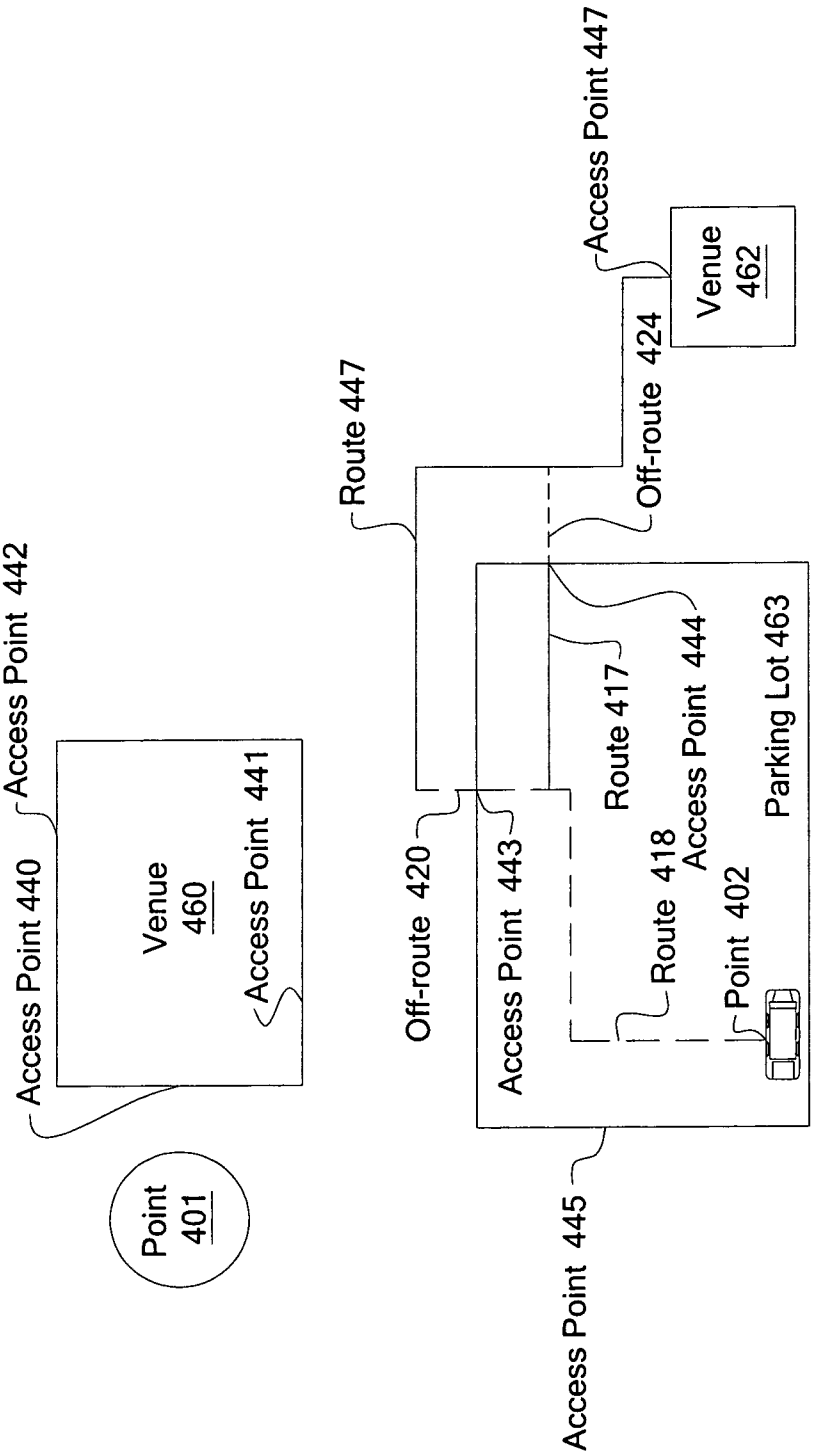

Point 401
Access Point 440
Access Point 442
Venue 460
Access Point 441
Off-route 420
Route 447
Access Point 443
Route 418
Route 417
Access Point 444
Point 402
Parking Lot 463
Access Point 445
Off-route 424
Access Point 447
Venue 462

FIG. 10

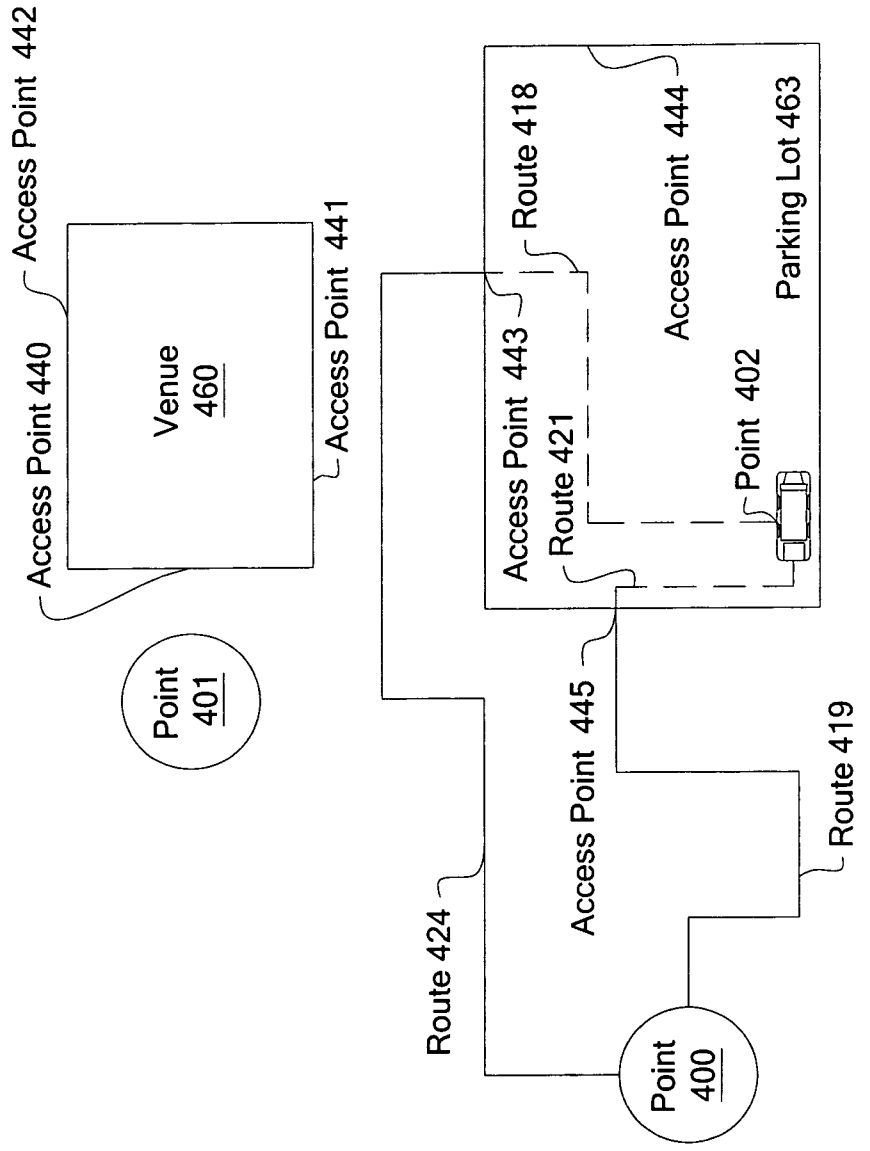

Access Point 442
Access Point 440
Venue 460
Access Point 441
Point 401
Route 418
Access Point 443
Route 421
Access Point 444
Parking Lot 463
Point 402
Access Point 445
Route 424
Route 419
Point 400

FIG. 11

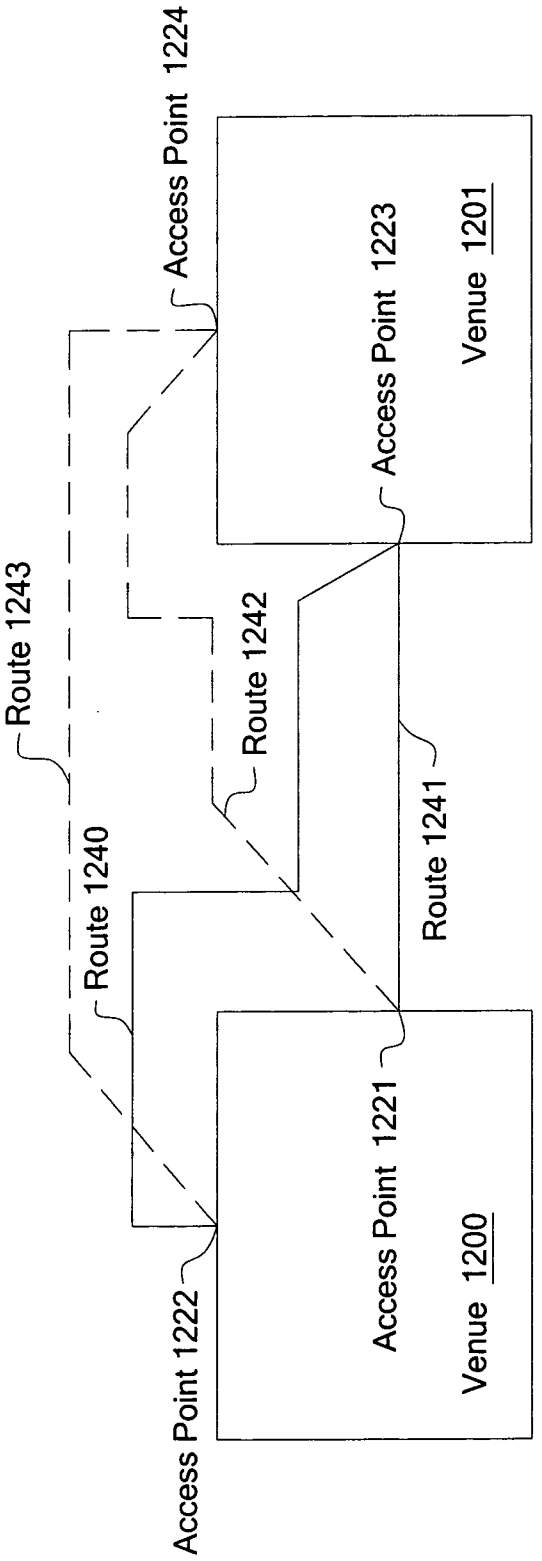

Access Point 1224
Access Point 1223
Venue 1201
Route 1243
Route 1242
Route 1240
Route 1241
Access Point 1221
Venue 1200
Access Point 1222

FIG. 12

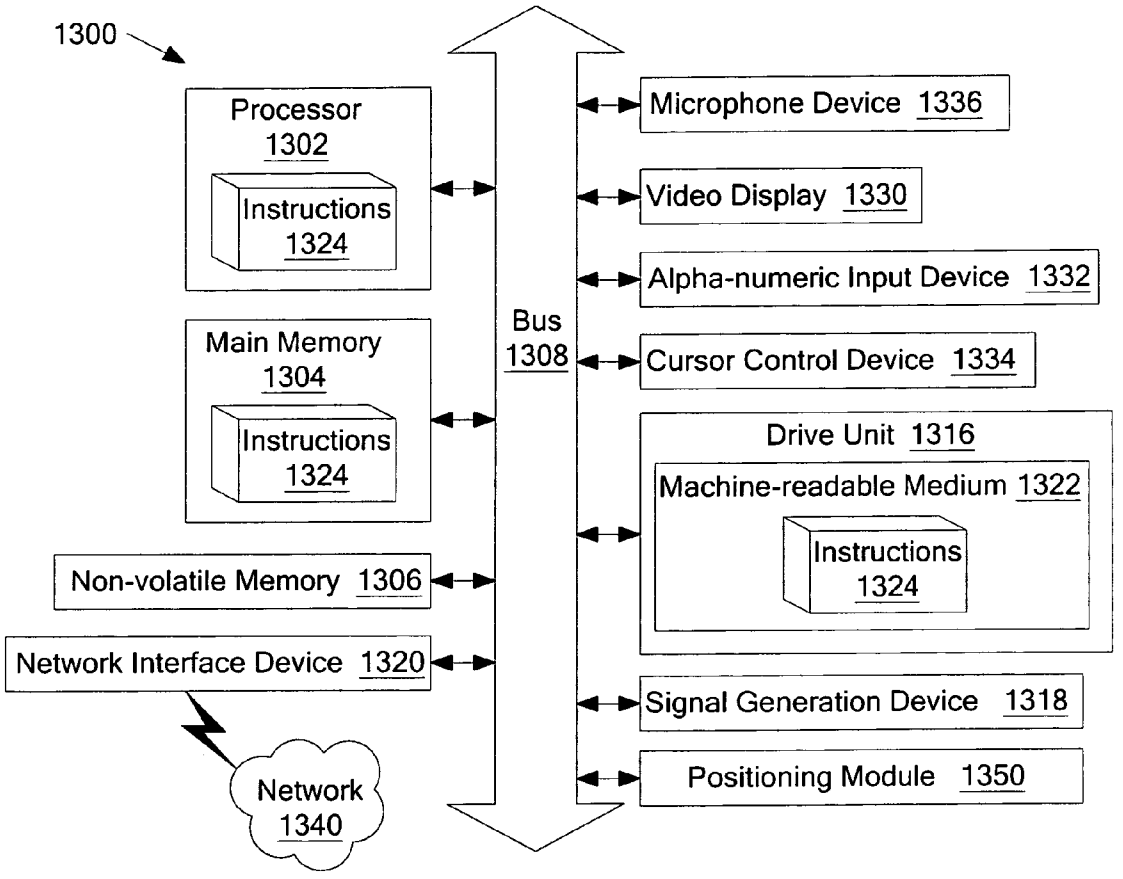

1300
Processor 1302
Instructions 1324
Main Memory 1304
Instructions 1324
Non-volatile Memory 1306
Network Interface Device 1320
Network 1340
Bus 1308
Microphone Device 1336
Video Display 1330
Alpha-numeric Input Device 1332
Cursor Control Device 1334
Drive Unit 1316
Machine-readable Medium 1322
Instructions 1324
Signal Generation Device 1318
Positioning Module 1350

FIGURE 13

METHOD AND APPARATUS FOR HYBRID ROUTING USING BREADCRUMB PATHS

BACKGROUND

1. Field of the Invention

This invention relates generally to the field of a positioning devices. More particularly, the invention relates to a method and apparatus for mapping and routing using a positioning device.

2. Description of the Related Art

Positioning devices, such as global positioning systems, are used in a variety of applications. Positioning device can be used to generate point-to-point routes from a current location to a selected destination on a digital map and provide real-time directions to get to the selected destination.

SUMMARY

A method and apparatus for routing using a positioning device and a map having a plurality of segments; generating a first route from a first location to a second location; generating signals to provide directions along the first route using positioning information from the positioning device; detecting that the positioning device is off-route at a third location, the third location being adjacent to the first route; generating a second route by tracking the position of the positioning device from the third location to to a fourth location, and, in some cases, storing the second route for use in route generation.

BRIEF DESCRIPTION OF THE DRAWINGS

These and other features, aspects, and advantages of the present invention will become better understood with regard to the following description, appended claims, and accompanying drawings where:

FIG. **1** is a flow chart illustrating a method of searching for parking according to one embodiment of the invention.

FIG. **2** is a flow chart illustrating a method of pedestrian routing according to one embodiment of the invention.

FIG. **3** is a flow chart illustrating a method of routing using alternative access points to venues according to one embodiment of the invention.

FIG. **4** is a diagrammatic representation of a map with a search for parking using a spiral pattern route according to one embodiment of the invention.

FIG. **5** is a diagrammatic representation of a map with a search for parking using a zig-zag pattern route according to one embodiment of the invention.

FIG. **6** is a diagrammatic representation of a map with a search for parking using a grid pattern route according to one embodiment of the invention.

FIG. **7** is a diagrammatic representation of a map with a pedestrian route according to one embodiment of the invention.

FIG. **8** is a diagrammatic representation of a map with a pedestrian route according to one embodiment of the invention.

FIG. **9** is a diagrammatic representation of a map with a pedestrian route according to one embodiment of the invention.

FIG. **10** is a diagrammatic representation of a map with a pedestrian route according to one embodiment of the invention.

FIG. **11** is a diagrammatic representation of a map with a vehicle route according to one embodiment of the invention.

FIG. **12** is a diagrammatic representation of a map with alternative routes according to one embodiment of the invention.

FIG. **13** is a diagrammatic representation of a machine in the exemplary form of a computer system.

DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS

At least some embodiments of the disclosure relate to a method and system for routing using a positioning device.

The following description and drawings are illustrative and are not to be construed as limiting. Numerous specific details are described to provide a thorough understanding of the disclosure. However, in certain instances, well known or conventional details are not described in order to avoid obscuring the description. References to one or an embodiment in the present disclosure can be, but not necessarily are, references to the same embodiment; and, such references mean at least one.

Reference in this specification to "one embodiment" or "an embodiment" means that a particular feature, structure, or characteristic described in connection with the embodiment is included in at least one embodiment of the disclosure. The appearances of the phrase "in one embodiment" in various places in the specification are not necessarily all referring to the same embodiment, nor are separate or alternative embodiments mutually exclusive of other embodiments. Moreover, various features are described which may be exhibited by some embodiments and not by others. Similarly, various requirements are described which may be requirements for some embodiments but not other embodiments.

Positioning devices can determine the location of the positioning device using various methods and apparatus, such as global positioning systems (GPS), long-range navigation (LORAN) systems, and triangulation methods using cell phone base station transmissions or Wi-Fi (IEEE 802.11) transmissions from known locations.

In some embodiments, a digital map can include a network of segments representing paths that can be taken to get from one location to another. The map can include information such as associations between street addresses and locations so that a user can specify a location by street address. The map can also contain locations of point of interests such as parks, airports, and landmarks so that a user can specify a location on the map by point of interest. Furthermore, a map may contain other information such as locations of restaurants, entertainment venues, gas stations as well as related information so that a user may select one of these venues on the map by selecting one of the venues that meets the venue classification and/or other criteria such as restaurant cuisine or entertainment type desired. "Segment" is used herein in some instances to describe a physical path that a vehicle or person can traverse, the physical path as represented in a map, or both.

A positioning device using a map can perform useful mapping and routing functions. A positioning device can determine the location on the map of a pedestrian carrying the positioning device or the location of a vehicle carrying the positioning device. The positioning device can use a map to route a user from the current location to a destination point on the map selected by street address, point of interest, or a criteria-based selection method, for example.

The positioning device can generate a "best" route from a starting point to a destination point on the map. Each segment may have an associated length which is used by the routing system determine the combination of segments (route) on the

map with the shortest distance between the two points. Each segment may also have an associated travel time which can be used to determine the route with the shortest projected travel time between the two points. Other criteria and methods for selecting a best route may be used. In some cases, the "best" route selected may not actually be better than all other routes. For example, limitations in the selection algorithm, computation time allocated to the route selection process, errors in the associated segment lengths and projected travel times, and differing user-preferences, may cause less than optimal routes to be selected. In some cases, the "best" route selected is a satisfactory route to the selected destination that is significantly inferior to alternative routes based on the selected criteria. In some embodiments, a "good enough" route is used instead of a "best" route.

FIG. **1** illustrates a flow chart of a search-for-parking method according to one embodiment of the present invention.

In process **100**, a search for parking mode is initiated. A search-for-parking mode may be initiated automatically when the positioning device detects that the vehicle moves past the destination location of a route generated using point-to-point routing, for example. When the user drives past the destination, it is assumed they are now looking for a nearby parking spot. Search-for-parking mode may also be user-initiated by a voice-activated command or touch-screen input, for example.

In process **105**, a destination location is selected. The destination location may be selected as part of a point-to-point routing process. For example, a route may be generated from a current location to a destination location and a search-for-parking process may be automatically initiated as the driver approaches or drives past the destination location. Alternatively, a destination location may be identified when the user is at a location they would like to visit and wants to look for parking in the vicinity of that location. For example, the user may drive past a destination and see that there are no parking spots within their immediate view and initiate the search-for-parking process indicating that the current location of the vehicle should be selected as the destination location. In some embodiments, the destination location is a reference point used in the search-for-parking process. For example, the search-for-parking route is generated to find a parking spot near the destination location and the destination location is used to route a user back to the destination after they have parked the vehicle.

In process **110**, a search-for-parking route is generated by prioritizing the segments in the map that are close to the destination location and avoiding traversing the same segments more than once. In some embodiments, "close" can be defined by the user, predetermined by design or determined based on conditions. The distance from a segment to the destination may be calculated in many ways, such as by computing the distance from the midpoint of the segment to the destination. In some cases, a previously traversed segment without any available parking spots is less likely to have an available parking spot during a second pass than a segment that has not yet been traversed.

Some examples of routes that can be used that are generally consistent with the search-for-parking priorities disclosed herein are a spiral route, a zig-zag route and a grid route. The route patterns are discussed in further detail herein. The search-for-parking priorities are affected by the routing rules and the map information. For example, segments in the map may not follow regular patterns and limit the ability to route according to idealized versions of the exemplary patterns mentioned above. Furthermore, routing limitations like one-way streets and turning restrictions may also limit routing according to the idealized patterns. In some search-for-parking routes, segments further from the destination are traversed before segments that are closer to the destination and the same segment is traversed more than once in order to balance the search-for-parking priorities with other routing rules and priorities. As a result of practical limitations, routes may be generated according to less idealized patterns but still within the spirit and scope of the present invention.

In some cases, the search-for-parking route is an open-ended route that is extended as the user approaches the end of the search-for-parking route. In other cases, the search for parking route is generated up to a predetermined distance from the destination and the search-for-parking process is restarted automatically if the vehicle arrives at the end of the search-for a-parking route.

In one embodiment, restarting the search-for-parking process results in generating and following a restart route directly back to the destination and restarting the search-for-parking route from the beginning. In some cases, another search-for-parking route is generated for the second or subsequent restarts of the search-for-parking process. For example, segments not traversed in the previous search-for-parking route may be prioritized for subsequent search-for-parking routes.

In process **115**, the user is guided along the search-for-parking route. The user may be guided using speech synthesized voice announcements, a visual display, audio tones, and/or other methods of communicating directions along the search-for-parking route. A driver is told when to make turns, enter or exit highways, and given other real-time directions to guide a driver to keep the vehicle on the search-for-parking route.

In process **120**, it is determined when the vehicle is parked.

In one embodiment, the positioning device determines the vehicle is parked when the vehicle engine is shut off. A wired or wireless connection between circuitry monitoring the status of the engine and the positioning device may be used to communicate the status of the engine to the positioning device.

In one embodiment, the positioning device sits in a cradle in the vehicle. The cradle may include connections to receive information as to whether the vehicle engine is on or off and otherwise transmit and receive information between the positioning device and the vehicle. In some cases, the removable positioning device interfaces through the cradle with a fixed positioning device embedded in the vehicle dashboard, for example. The removable positioning device is configured to perform pedestrian routing and the fixed positioning device is configured to perform vehicle routing. In one embodiment, the removable positioning device transmits information to the fixed positioning device when the removable positioning device is returned to the cradle. The information may include the location of alternate entrances, breadcrumb routes and parking lots identified since the removable positioning device was last removed from the cradle. In another embodiment, the removable positioning device automatically transmits the information to the fixed positioning device using wireless transmission methods when the removable positioning device is within range to wirelessly transmit to the fixed positioning device. Other methods of periodically synchronizing the information between the two positioning devices may be used.

In another embodiment, the positioning device may automatically determine that the vehicle is parked when the positioning device is removed from the cradle in the vehicle. For

example, the user may remove the positioning device from the cradle to take with them and use in a pedestrian mode after leaving the parked vehicle.

In yet another embodiment, the user may indicate that the vehicle is parked. For example, the user may press a touch-screen input that indicates the vehicle is parked or speak one or more words recognized by a voice recognition system to indicate that the vehicle is parked. In some cases, this input is received directly by the positioning device. In other cases, the input is received by a device external to the positioning device and communicated to the positioning device through a wired or wireless connection.

If the vehicle is parked, process **125** is performed. If the vehicle is not parked, process **140** is performed.

In process **125**, the positioning device determines that the vehicle is parked on the curbside or otherwise along the side of the search-for-parking route since the vehicle was on the search-for-parking route when the positioning device determined that the vehicle was parked.

In process **130**, the positioning device marks the location of the parked vehicle. In one embodiment, the location of the parked vehicle is used to route a user back to the parked vehicle at a later time.

In process **135**, the positioning device enters pedestrian mode. In some cases, the positioning device enters pedestrian mode automatically when the positioning device determines that the vehicle is parked according to the methods described with reference to process **120**. For example, the positioning device may automatically enter pedestrian mode when removed from the cradle in the vehicle. Similarly, the positioning device may automatically enter vehicle mode when placed in the cradle in the vehicle.

In one embodiment, the positioning device in pedestrian mode is configured to behave differently than the positioning device in vehicle mode. For example, certain segments in the map may only be available for routing in pedestrian mode (they are not traversable by vehicle) and other segments may only be available for routing in vehicle mode (they are not traversable by pedestrians). The method is completed.

In process **140**, it is determined whether the vehicle is on the search-for-parking route. If the vehicle is on the search-for-parking route, process **115** is performed. If the vehicle is not on the search-for-parking route, process **145** is performed.

In process **145**, it is determined whether the vehicle is on another segment in the map that is not on the search-for-parking route. If the vehicle is on another segment in the map, process **150** is performed. If the vehicle is not on another segment on the map, process **155** is performed.

In process **150**, the vehicle is on another segment of the map that diverges from the search-for-parking route. The positioning device assumes that a wrong turn was made and makes an announcement notifying the user. In one embodiment, the positioning device generates a new search-for-parking route from the current location according to the search-for-parking priorities described herein with the same destination point as the reference point. Process **115** is performed.

In process **155**, the vehicle is not on another segment of the map. The positioning device is considered "off-map" because it is not located on a segment of the map. When the vehicle goes off-route in search-for-parking mode, the positioning device assumes that the vehicle has turned into the entrance of a parking lot. The positioning device stores the current location as the location of an entrance to the parking lot. The actual entrance of the parking lot may be some distance from the location at which the positioning device determined that the vehicle was "off-route" but this location is sufficiently close for the purposes of routing to and from the entrance of the parking lot.

In process **160**, the positioning device periodically determines the location of the positioning device and plots the sequence of points on the map. A sequence of points generated in this way is known as a breadcrumb route. This breadcrumb route tracks the path taken by the vehicle in the parking lot. The breadcrumb route is stored in the positioning device.

In process **165**, it is determined when the vehicle is parked.

In one embodiment, the positioning device determines the vehicle is parked when the vehicle engine is shut off. In another embodiment, the positioning device may automatically determine that the vehicle is parked when the positioning device is removed from a cradle in the vehicle. For example, the user may remove the positioning device from the cradle to take with them and use in a pedestrian mode after leaving the parked vehicle. In yet another embodiment, the user may indicate that the vehicle is parked.

If the vehicle is parked, process **170** is performed. If the vehicle is not parked, process **160** is performed.

In process **170**, the positioning device determines that the vehicle is parked in the parking lot since the vehicle went off-route into a parking lot at process **155**. Process **130** is performed.

FIG. **2** illustrates a flow chart of a pedestrian routing method according to one embodiment of the present invention.

In process **200**, the positioning device enters pedestrian mode. The positioning device may automatically enter pedestrian mode when removed from a cradle in the vehicle. Pedestrian mode may also be user-initiated by a voice-activated command or touch-screen input, for example. In some embodiments, the positioning device always operates in a mode for pedestrian routing. In other cases, instructions and/or data is downloaded by a portable positioning device from the positioning device in the vehicle so that the portable positioning device may be used according to the method described in this flow chart. Process **205** is performed.

In process **205**, a destination is selected. The destination may be the destination referenced in the search-for-parking process. In one embodiment, the user completes the search-for-parking process of FIG. **1** and requests the positioning device to generate a route to walk from the parked car to the destination. In one embodiment, the route from the parked car to the destination is automatically generated when the user removes the positioning device from the cradle of the parked vehicle

Alternatively, another destination is selected by specifying a street address, a point-of-interest or a location by other selection means.

In process **210**, a pedestrian route is generated to the destination. In one embodiment, the pedestrian route includes a breadcrumb route generated from the entrance of the parking lot along the path the vehicle took to the point at which the vehicle is parked. The user is expected to follow that breadcrumb route back to the entrance of the parking lot. At that point, the user is at or near a segment of the map because that is where the vehicle went off-route. Point-to-point routing is used from the access point of the parking lot to the destination selected in the process **205**.

In process **215**, the user is guided along the pedestrian route using speech synthesized voice announcements, a visual display, audio tones, and/or other methods of communicating directions along the search-for-parking route. The user may be told when to make turns and given other real-time directions to keep them on the pedestrian route. In other embodi-

ments, the user is guided using the pedestrian route illustrated in a map display or guided using text directions.

In process **220**, it is determined whether the user is on the pedestrian route. If the user is on the pedestrian route, process **215** is performed. If the user is not on the pedestrian route, process **225** is performed.

In process **225**, it is determined whether the user is on another segment of the map. If the user is on another segment of the map, process **230** is performed. If the user is not on another segment of the map, process **235** is performed.

In process **230**, the vehicle is on another segment of the map that diverges from the pedestrian route. The positioning device determines that a wrong turn was made and makes an announcement notifying the user. In one embodiment, the positioning device generates a new pedestrian route from the current location. In some embodiments, the positioning device may wait for a given time period or for a given distance of divergence from the pedestrian path, before generating a new pedestrian route. This gives the user an opportunity to correct course back to the pedestrian route if the divergence was unintended. Process **215** is performed.

In process **235**, it is determined whether the user is at the destination. The user has diverged from the pedestrian route but is not on another segment of the map. The user is considered "off-map" because the user is not located on a segment of the map. If the user is at the destination, process **270** is performed. If the user is not at the destination, process **240** is performed.

In process **240**, the positioning device determines that the user is taking a shortcut that is not represented as a segment in the map. A breadcrumb route is stored until the user arrives at another segment or at the destination.

In process **245**, the positioning device determines that the user is at the destination. In such a case, the breadcrumb route is a route from the location at which the user went off-route to the location of the destination. Process **255** is performed.

In process **250**, the positioning device determines that the user is at another segment of the map. In such a case, the breadcrumb route is a route from the location at which the user went off-route to the segment of the current location of the user. Process **260** is performed.

In process **255**, the breadcrumb route is stored as a new segment ending at an entrance to the venue. The new segment runs from the location that the user went off-route to the destination. In one embodiment, this new segment is made available for generation of all routes. In another embodiment, this new segment is available only to generate routes in pedestrian mode. In yet another embodiment, this new segment is made available to generate routes in modes as specified by the user. For example, when the breadcrumb route is stored as a segment, the user may be prompted to indicate whether this new segment should also be made available for vehicle mode. Process **275** is performed.

In process **260**, the breadcrumb route is stored as a new segment running from the location that the positioning device went off-route to the location that the positioning device arrived at a segment of the map. The positioning device stores the segment. In one embodiment, this new segment is made available for generation of all routes. In another embodiment, this new segment is available only to generate routes in pedestrian mode. In yet another embodiment, this new segment is made available to generate routes in modes as specified by the user. For example, when the breadcrumb route is stored as a segment, the user may be prompted to indicate whether this new segment should also be made available for vehicle mode.

In process **265**, new directions are generated using point-to-point routing from the point at which the positioning device returns to a segment of the map to the destination. Process **215** is performed.

In process **270**, the location is stored as an entrance to the venue. When the user goes off-route in pedestrian mode, the positioning device determines that the user has turned into an alternative entrance to a venue. The positioning device stores the current location as the location of an entrance to the venue. The actual entrance of the venue may be some distance from the location at which positioning device determined that the user was "off-route" but this location is sufficiently close for the purposes of routing to and from the entrance of the venue.

In process **275**, the positioning device determines whether it is at the parking lot where the vehicle was parked. If the positioning device is at that parking lot, process **280** is performed. If the positioning device is not at that parking lot, the method is completed.

In process **280**, a route is generated to the parked vehicle through the parking lot using the previously stored breadcrumb path. In one embodiment, the parking lot breadcrumb path is generated in process **160** shown in FIG. **1**. The parking lot breadcrumb path represents the path the vehicle took from a parking lot entrance to the location that the vehicle is parked. In one embodiment, the route is generated from the parking lot entrance to the closest point on the parking lot breadcrumb path. The user uses the route to get to the parking lot breadcrumb path and then takes the portion of the parking lot breadcrumb path that leads to the parked vehicle. In another embodiment, the user is at the same parking lot entrance at which the parking lot breadcrumb path begins, no route is generated and the parking lot breadcrumb path is used in its entirety.

In process **285**, the user is guided to the parked vehicle using speech synthesized voice announcements, a visual display, audio tones, and/or other methods of communicating directions along the search-for-parking route. The user may be told when to make turns and given other real-time directions to keep them on the pedestrian route. In other embodiments, the user is guided using the pedestrian route illustrated in a map display or guided using text directions. The method is completed.

FIG. **3** illustrates a flow chart of a routing method according to one embodiment of the present invention.

In process **300**, the positioning device identifies access points at the current location of the positioning device. In some cases, the venue only has an access point corresponding to the main entrance associated with the address of the venue, for example. In other cases, one or more additional access points have been stored for this venue according to the methods described herein. In yet other cases, the current location is on a segment of the map and this location is the used as the only starting location. Process **305** is performed.

In process **305**, the positioning device identifies access points at the destination location. In some cases, the destination only has an access point corresponding to the main entrance associated with the address of the destination, for example. In other cases, one or more additional access points have been stored for the destination according to the methods described herein. In yet other cases, the destination is on a segment of the map and this location is the used as the only destination location. Process **310** is performed.

In some cases, some access points may be stored as an entrance, exit, or both. In such cases, only exits are used at the current location and only entrances are used at the destination.

In process **310**, the positioning device determines whether to enable or disable additional shortcut segments for routing. Shortcut segments are breadcrumb routes stored according to methods described herein. In one embodiment, the shortcut segments are made available for generation of all routes. In another embodiment, the shortcut segments are available only to generate routes in pedestrian mode. In yet another embodiment, shortcut segments are made available to generate routes in modes as specified by the user. For example, when a breadcrumb route is stored as a shortcut segment, the user may be prompted to indicate whether the new shortcut segment should also be made available for vehicle mode. Process **315** is performed.

In process **315**, a set of alternative routes are generated between the current location and the destination using all combinations of access points for each location with or without the shortcut segments, depending on whether shortcut segments are enabled. For example, if the current location has two access points and the destination has two access points, four alternative routes would be generated: (1) a route from the first access point of the current location to the first access point of the destination; (2) a route from the first access point of the current location to the second access point of the destination; (3) a route from the second access point of the current location to the first access point of the destination; and (4) a route from the second access point of the current location to the second access point of the destination. Process **320** is performed.

In process **320**, the best route is selected among the alternative routes. The best route may be the route with the shortest length or the shortest projected travel time, for example. In some cases, the best route is not the optimal route but one of the best routes. Process **325** is performed.

In process **325**, the user is guided along the best route to the destination. The method is completed.

FIG. **4** illustrates a diagrammatic representation of a map with routing information according to one embodiment of the present invention.

A vehicle starts off at a point **400**. In one embodiment, point-to-point routing is used to generate a route to drive the car to a selected location using the segments in the map. For example, a user enters an address of a venue **460** or otherwise specifies a destination point into a positioning device. The positioning device generates a route **410** to a point **401**. The point **401** is the destination point associated in the map with the address of the venue **460**. The point **401** is in the vicinity of an access point **440** of the venue **460**. An access point can be an entrance, exit or both an entrance and an exit to the venue. The access point may take many forms, such as a door, a corridor, a stairway, an opening in a wall or any other means for entry or exit. The venue can be a building, shopping complex, university campus, park, parking lot or other places that have access points for entry or exit. In alternative embodiments, the point **401** is associated with a place without any access points, such as an open field.

In some embodiments, while responding to the initial routing request or after arriving at the point **401**, the positioning system checks for parking lots in the vicinity of the point **401** using the map. If a parking lot is found that the user considers acceptably close to the point **401**, the positioning system may be used to route to that parking lot location using point-to-point routing from the point **400** or from the point **401**, for example. In some cases, the map does not include existing nearby parking lots ("unmapped parking lots"). In other cases, the only available parking spots are curbside parking spots which are not included in the map. Therefore, there may be a closer parking lot or closer parking spots not represented in the map. The user may opt to search for parking instead of being routed to the closest parking lot in the map.

In one embodiment, the user triggers a search-for-parking mode by speaking a command recognized by a voice-recognition system or pressing a button on the positioning device. In the search-for-parking mode, the positioning system generates a route starting at the current location of the vehicle at or near the point **101**, for example, selecting segments on the map by prioritizing segments closer to the point **101** and avoiding use of the same segments more than once ("search-for-parking priorities"). By selecting segments with the search-for-parking priorities, the driver checks for curbside parking and unmapped parking lots in locations that are closer to the point **101** thereby attempting to minimize the walk from the parking spot to the destination. Furthermore, selecting segments with search-for-parking priorities, the user avoids checking the same locations a second time when other nearby locations have yet to be checked.

In one embodiment, a route **411** is generated to search for parking. The route **411** is in a spiral pattern around the venue **460**. The route **411** generally follows the search-for-parking priorities by prioritizing the closest segments to the point **401** while avoiding traversing the same segments twice.

When the vehicle follows the route **411** the positioning device tracks the vehicle's position along segments of the route **411**. When the vehicle goes onto a position of a segment that is on the map but not on the route **411**, the positioning device may respond as if the user made a wrong turn and generate an announcement notifying the user of the mistake and generate a point-to-point route to get the vehicle back onto the route **411**. However, the user may have intentionally left the route **411** because based on their view from the vehicle they believe that parking is more likely on the alternative path that they took. In another embodiment, the positioning device may generate a new search-for-parking route given the turn off of the route **411** since the route **411** is not for the purpose of arriving at any particular destination.

At any given time during the search-for-parking process, the user may find curbside parking. For example, the user may find parking at a point **403** on the route **411**. In one embodiment, the positioning system may determine that the vehicle is parked when the vehicle engine is shut off. In another embodiment, the positioning system determines that the vehicle is parked when the positioning device is removed from a cradle in the vehicle. The user may remove the positioning device to carry with them for pedestrian mapping and routing. In some embodiments, the user may indicate that the vehicle is parked by speaking a command recognized by a voice-recognition system or pressing a button on the positioning device. When the positioning device determines that the vehicle is parked, it stores that location for future reference. The user can then take the positioning device with them when they leave the vehicle and request routing directions back to the parked vehicle at a later time.

Alternatively, the user may find a parking lot while driving along the route **411**. In one embodiment, when the vehicle goes onto a location that is not represented by a segment on the map while the positioning device is in a search-for-parking process, the positioning device determines that this location is an access point to a parking lot. For example, a vehicle on the route **411** turns onto an off-route **420** and in response the positioning device marks an access point **443** to a parking lot **463**.

The first lot access point **443** can be stored in the map to be used for future routing requests. For example, after the access point **443** is stored in the map, the positioning device can be configured to return this location as a parking option when

local parking lots are requested. Furthermore, point-to-point routing can be performed to the access point **443**. For example, the next time the user is at the point **400** and is interested in going to the venue **460**, point-to-point routing from the point **400** to the access point **443** can be performed, routing the vehicle (or pedestrian) directly to the nearby parking lot. Alternatively, the next time the user is at the point **401**, point-to-point routing from the point **401** to the access point **443** can be performed, routing the vehicle directly to the nearby parking lot.

In some cases, the access point may only be an entrance to the parking lot or it may be both an entrance and an exit to the parking lot. In some embodiments, user input is requested to classify this access point as an entrance only, an exit only, or both and entrance and exit and this information is used for future routing requests. For example, when point-to-point routing is performed to the parking lot **463**, the positioning device prioritizes access points classified as entrances to the parking lot **463**. When point-to-point routing is performed starting at a location within the parking lot **463**, access points classified as exits from the parking lot **463** are prioritized.

Once the vehicle goes off-route, the positioning device is no longer tracking segments in the map. The positioning device can store a route by periodically determining the location of the vehicle and plotting the path in the map, also known as a breadcrumb route. In one embodiment, the route **418** is the breadcrumb route from the off-route **420** to a point **402**. The point **402** is where the car is parked in the parking lot **463**. The positioning device determines that the car is parked when the engine is turned off. The positioning device then enters a pedestrian mode in response to the vehicle being removed from a cradle in the vehicle. The positioning device is configured for pedestrian use when it is in pedestrian mode.

In one embodiment, the search-for-parking routes are open ended and continues to direct the user further and further away from the point **401** in search of parking by selecting segments according to the search-for-parking priorities. In one embodiment, the positioning system displays or periodically announces the current distance from the point **401** so that the user can decide whether to restart the search-for-parking process.

In one embodiment, the user triggers a restart of the search-for-parking process by speaking a command recognized by a voice-recognition system or pressing a button on the positioning device. In another embodiment, a restart is triggered when the distance from the destination exceeds a predetermined threshold. For example, the positioning device may be configured to restart when the user is more than a half mile from the destination.

When a restart is requested in search-for-parking mode, a point-to-point route from the current location of the vehicle to the point **401** is generated and real-time directions are announced to the user to direct the vehicle back to the point **401** where the search-for-parking process is restarted. For example, at a point **404** on the route **411**, the a restart may be automatically or manually generated. In response, to the restart request, a route **420** is generated from the point **404** to the point **401** and the user is guided to follow the route **420**. When the vehicle arrives at the point **401**, the search for parking continues. In some embodiments, the search-for-parking route used in the previous search is used again. In other embodiments, alternative search-for-parking routes may be used. The search-for-parking process may be restarted more than once.

FIG. **5** illustrates a diagrammatic representation of a map with a zig-zag pattern according to one embodiment of the present invention.

A user is routed to a point **501** at the access point **540** of a venue **560**. A boundary **590** may extend in either direction preventing the use of a spiral pattern, for example, around the venue **560**. In other cases, the zig-zag pattern is selected at least in part because the pattern and routing rules of the segments in the vicinity of the venue **560** can be more efficiently used consistent with a zig-zag pattern as compared to other search-for-parking patterns, including the spiral pattern.

A route **521** going back and forth along parallel segments ("zig-zag pattern") is generated to search for parking. The distance routed in one direction before routing to a parallel path in the opposite direction may be determined by many factors, such as the length of the path in the first direction, the location of segments connecting with another parallel path, and a tradeoff between the distance from the destination both along the first direction and the direction perpendicular to the first direction.

FIG. **6** illustrates a diagrammatic representation of a map with a grid pattern according to one embodiment of the present invention.

A user is routed to a point **601** at the access point **640** of a venue **660**. A boundary **690** may extend in either direction preventing the use of a spiral pattern, for example, around the venue **660**. In other cases, the grid pattern is selected at least in part because the pattern and routing rules of the segments in the vicinity of the venue **660** can be more efficiently used consistent with a grid pattern as compared to other search-for-parking patterns, including the spiral pattern.

A route **622** uses two zig-zag patterns to create a grid pattern to search for parking. A first zig-zag pattern extends to parallel routes in one direction and then a second zig-zag pattern extends to parallel routes perpendicular to the first zig-zag pattern. The distance to extend the first zig-zag pattern before commencing the second zig-zag pattern depends on many factors, such as the availability of parallel routes in the first direction, the availability of parallel routes in the perpendicular direction, and a tradeoff between the distance from the destination both along the first direction and the direction perpendicular to the first direction.

In some cases, the segments of the map do not allow for such regular patterns as the illustrated spiral, zig-zag and grid patterns because of routing restrictions such as one-way streets and turning limitations. In other cases, patterns other than spiral patterns, zig-zag patterns and grid patterns may be used. It will be apparent to one skilled in the art that the priorities identified may be incorporated with other routing rules and priorities to generate any number of search-for-parking routes that are within the spirit and scope of the present invention.

FIG. **7** illustrates a diagrammatic representation of a map with a pedestrian route according to one embodiment of the present invention.

When leaving the parked car, the user can request that the positioning device guide the user along the route **418** to return to the access point **443**. Guidance can be provided by a visual mapping display, voice-synthesized announcements for real-time directions, or a text based list of directions, for example. Furthermore, the user can request that the positioning device generate a point-to-point route from the point **402** to the point **401** near an access point **440** of the venue **460**. Since the positioning device is in the pedestrian mode, the point-to-point route is generated using pedestrian rules. In many cases, the route using pedestrian rules is different than the point-to-point route generated using driving rules. For example, a pedestrian could walk in either direction on the curb alongside a one-way street so use of that segment for routing would

be different depending on whether the positioning device is in vehicle mode or pedestrian mode.

A route **412** is generated by point-to-point routing from the access point **443** to the point **401** using pedestrian rules. The user may follow the guidance from the positioning device along the route **412** all the way to the point **401** adjacent to the access point **440** of the venue **460**. In one embodiment, the access point **440** corresponds to the street address of the venue **460**. In some cases, while following the route **412**, the user sees an alternate access point to the venue **460** and decides to use the alternate access point. In this case, the user takes an off-route **421** to enter the venue **460** through an access point **441**. The positioning device detects the off-route **421** and stores the access point **441** in the map when the current position diverges from the route **412** near the venue **460**. In one embodiment, the positioning device determines the location of the access point **441** more precisely by detecting the reduction in gps signal strength, for example, as the user enters a building corresponding to the venue **460**.

The access point **441** can be stored in the map to be used for future routing requests. After the access point **441** is stored in the map, the positioning device can be configured to identify the access point **441** as an alternative destination when point-to-point routing to the venue **460** is requested.

In some cases, the access point may only be an entrance to the venue **460** or it may be both an entrance and an exit to the venue **460**. In some embodiments, user input is requested to classify this access point as an entrance only, an exit only, or both and entrance and exit and this information is used for future routing requests. For example, when point-to-point routing is performed to the venue **460**, the positioning device prioritizes access points classified as entrances to the venue **460**. When point-to-point routing is performed starting at a location within the venue **460**, access points classified as exits from the venue **460** are prioritized.

FIG. **8** illustrates a diagrammatic representation of a map with a pedestrian route according to one embodiment of the present invention.

After spending some time at the venue **460**, the user leaves the venue **460** from an access point **442** to go to lunch, for example. The positioning device determines that the user transitions from an off-route **422** to a segment in the map and stores the current location in the map as an access point **442** to the venue **460**. In one embodiment, the positioning device determines the location of the access point **442** more precisely by detecting the increase in gps signal strength, for example, as the user leaves a building corresponding to the venue **460**.

In one embodiment, the user selects one of several restaurants meeting criteria provided by the user such as the type of cuisine and distance from the current location. The user selects a restaurant at a venue **461**. The positioning device then uses point-to-point routing to generate a route **414** from the access point **441** to the venue **461**.

While walking along a route **414**, the user decides to diverge from the route **414** and use an off-route **423** to get to an access point **446** of the venue **461**. The off-route **423** is not in the map and therefore was not evaluated in generating the route **414**. The off-route **423** may be a shortcut. For example, the user may see the venue **461** across an open field, a parking lot or an access point between buildings and decide to take this shortcut. The positioning device can periodically determine the location of the positioning device along the off-route **423** until the user arrives at the venue **461** or the user arrives at a segment on the map and store the off-route **423** as a segment in the map to be used for future routing requests.

In one embodiment, the off-route **423** is only made available for routing requests when the positioning device is in pedestrian mode since the off-route **423** may not be traversable by vehicle. In other embodiments, the off-route **423** may be available in one or more routing modes as indicated by the user. For example, the user because the user can see this route would be traversable by vehicle, the user may opt to have this route added for use in routing requests in vehicle mode.

The positioning device can be configured to use breadcrumb routes and additional access points when subsequent routing requests are made. For example, after lunch the user may request a route back to the venue **460**. The positioning device may compute point-to-point routes from the access point **446** to the access point **440**, the access point **441** and the access point **442** and automatically select the best route of these three routes based on shortest distance or shortest projected travel time, for example. In one embodiment, the user can select whether to route only to the access point **440** of the venue **460** or make the alternative access points available for point-to-point routing. In one embodiment, the user can select whether to make the off-route **423** (and other breadcrumb routes) available for point-to-point routing.

FIG. **9** illustrates a diagrammatic representation of a map with a pedestrian route according to one embodiment of the present invention.

At dinnertime, the user from within the venue **460** selects restaurant at a venue **462** to have dinner. In one embodiment, the user simply enters a destination address. Other methods of generating a list of alternative destinations and selecting among them may be used. The address is associated with an access point **447** of the venue **462**. In one embodiment, the positioning device generates point-to-point routing from each of the access points of the venue **460** to the access point **447** and selects the best route. For example, a route **415** is generated from the access point **441**, a route **421** is generated from the access point **440** (overlapping a portion of the route **415** to the access point **447**) and a route **420** is generated from the access point **442** (overlapping a portion of the route **415** to the access point **447**). A best route is selected based on a criteria such as the shortest distance or the shortest expected travel time. The user is then directed to exit the venue **460** from the access point associated with the best route. For example, the user may be directed to exit from the access point **441** and follow the route **415** to the access point **447** of the venue **462**.

FIG. **10** illustrates a diagrammatic representation of a map with a pedestrian route according to one embodiment of the present invention.

When the user is done with dinner, the user can request that the positioning device generate a route back to the vehicle at the point **402**, the venue **460** or any other location in the map. In this case, the user requests a route back to the vehicle in the parking lot **463**. When the only access point to the parking lot **463** currently stored in the map is the first lot access point **443**, the point-to-point routing generates a route **416** from the access point **447** to the access point **443**. The route **418** is used to route from the access point **447** to the vehicle at the point **402**. However, as the user is walking along the route **416**, the user sees an alternative entrance to the parking lot **463** and diverges from the route **416** onto an off-route **424** to enter the parking lot **463** at an access point **444**. The positioning device then generates a straight-line route from the access point **444** to the closest point on the route **418** or the point **402**, whichever is closer. In this case, a route **417** is generated which intercepts the route **418** at the closest point to the access point **444**. The user then can follow the route **417** to the route **418** and follow the route **418** to the parked vehicle at the point **402**.

The user then mounts the positioning device in a cradle in the vehicle and starts the car. In one embodiment, the positioning device may switch from pedestrian mode to vehicle mode automatically when the positioning device is put into the cradle in the vehicle. In another embodiment, the positioning system may switch from pedestrian mode to vehicle mode automatically when the vehicle engine is turned on. In some embodiments, the user may cause the positioning device to switch from pedestrian mode to vehicle mode by speaking a command recognized by a voice-recognition system or pressing a button on the positioning device.

FIG. **11** illustrates a diagrammatic representation of a map with a vehicle route according to one embodiment of the present invention.

After starting the vehicle at the point **402**, the user may request that the positioning device generate point-to-point routing from the point **402** to a particular destination, such as the point **400**. Before an access point **445** is detected, the positioning device may generate a route along the route **418** to exit the parking lot **463** at the access point **443** and continue along a route **424** from the access point **443** to the point **400**.

But in some cases, the user drives the vehicle out of another access point of the parking lot **463**. For example, the user may see a closer exit or the signs in the parking lot **463** may direct the user to exit through a different access point than the first lot access point **443**. In the illustrated case, the user drives the vehicle along a route **425** and exits the parking lot **463** through the access point **445**. The access point **445** is recorded for subsequent routing requests. In one embodiment, when the positioning device detects that the location transitions from off-route to a segment on the map, the positioning device determines that the user has left an alternative exit of the parking lot **463** and generates a route **419**. The route **419** is a point-to-point route from the access point **445** to the point **400**.

In this case, since the positioning device is in vehicle mode while this access point is first used, the access point **445** may only be made available for routing requests while the positioning device is in vehicle mode. Furthermore, since the access point was used as an exit from the parking lot **463**, this access point may only be made available for routing requests as an exit. In some embodiments, user-input is requested to classify the access point **445** as an entrance, an exit or both an entrance and an exit.

FIG. **12** illustrates a diagrammatic representation of a map with alternative routes according to one embodiment of the present invention.

In one embodiment, a routing request is made from a venue **1200** to a venue **1201**. The venue **1200** has an access point **1221** and an access point **1222**. In one embodiment the access point **1221** is the primary access point associated with the venue **1200** in the map and the access point **1222** is an additional access point detected and stored in the map according to a method of the present invention. The venue **1201** has an access point **1223** and an access point **1224**. In one embodiment the access point **1223** is the primary access point associated with the venue **1201** in the map and the access point **1222** is an additional access point detected and stored in the map according to a method of the present invention.

In response to the routing request, four routes are generated: a route **1240** from the access point **1222** to the access point **1223**, a route **1240** from the access point **1222** to the access point **1223**, a route **1240** from the access point **1222** to the access point **1223**, and a route **1240** from the access point **1222** to the access point **1223**

FIG. **13** shows a diagrammatic representation of an embodiment of a machine **1300** within which a set of instructions, for causing the machine to perform any one or more of the methodologies discussed herein, may be executed. The machine may be connected (e.g., networked) to other machines. In a networked deployment, the machine may operate in the capacity of a server or a client machine in a client-server network environment, or as a peer machine in a peer-to-peer (or distributed) network environment. In one embodiment, the machine communicates with the server to facilitate operations of the server and/or to access the operations of the server.

The machine **1300** includes a processor **1302** (e.g., a central processing unit (CPU) a graphics processing unit (GPU) or both), a main memory **1304** and a nonvolatile memory **1306**, which communicate with each other via a bus **1308**. In some embodiments, the machine **1300** may be a handheld positioning device, a laptop computer, personal digital assistant (PDA) or mobile phone, for example. In one embodiment, the machine **1300** also includes a positioning module **1350**, a video display **1330**, an alphanumeric input device **1332** (e.g., a keyboard), a cursor control device **1334** (e.g., a mouse), a microphone **1336**, a disk drive unit **1316**, a signal generation device **1318** (e.g., a speaker) and a network interface device **1320**.

In one embodiment, the positioning module **1350** interfaces with an external system to enable positioning capability. For example, the positioning module may interface with a global positioning system, long-range navigation systems, or systems which use transmissions from known locations to determine the position by triangulation.

In one embodiment, the video display **1330** includes a touch sensitive screen for user input. In one embodiment, the touch sensitive screen is used instead of a keyboard and mouse. The disk drive unit **1316** includes a machine-readable medium **1322** on which is stored one or more sets of instructions (e.g., software **1324**) embodying any one or more of the methodologies or functions described herein. The software **1324** may also reside, completely or at least partially, within the main memory **1304** and/or within the processor **502** during execution thereof by the computer system **1300**, the main memory **1304** and the processor **1302** also constituting machine-readable media. The software **1324** may further be transmitted or received over a network **1340** via the network interface device **1320**.

While the machine-readable medium **1322** is shown in an exemplary embodiment to be a single medium, the term "machine-readable medium" should be taken to include a single medium or multiple media (e.g., a centralized or distributed database, and/or associated caches and servers) that store the one or more sets of instructions. The term "machine-readable medium" shall also be taken to include any medium that is capable of storing, encoding or carrying a set of instructions for execution by the machine and that cause the machine to perform any one or more of the methodologies of the present invention. The term "machine-readable medium" shall accordingly be taken to include, but not be limited to, solid-state memories, optical and magnetic media, and carrier wave signals.

In general, the routines executed to implement the embodiments of the disclosure, may be implemented as part of an operating system or a specific application, component, program, object, module or sequence of instructions referred to as "programs." For example, one or more programs may be used to execute specific processes described herein. The programs typically comprise one or more instructions set at various times in various memory and storage devices in the machine, and that, when read and executed by one or more

processors, cause the machine to perform operations to execute elements involving the various aspects of the disclosure.

Moreover, while embodiments have been described in the context of fully functioning positioning devices, those skilled in the art will appreciate that the various embodiments are capable of being distributed as a program product in a variety of forms, and that the disclosure applies equally regardless of the particular type of machine or computer-readable media used to actually effect the distribution. Examples of machine-readable media include but are not limited to recordable type media such as volatile and non-volatile memory devices, floppy and other removable disks, hard disk drives, optical disks (e.g., Compact Disk Read-Only Memory (CD ROMS), Digital Versatile Disks, (DVDs), etc.), among others, and transmission type media such as digital and analog communication links.

Although embodiments have been described with reference to specific exemplary embodiments, it will be evident that the various modification and changes can be made to these embodiments. Accordingly, the specification and drawings are to be regarded in an illustrative sense rather than in a restrictive sense. The foregoing specification provides a description with reference to specific exemplary embodiments. It will be evident that various modifications may be made thereto without departing from the broader spirit and scope as set forth in the following claims. The specification and drawings are, accordingly, to be regarded in an illustrative sense rather than a restrictive sense.

What is claimed is:

1. A method for routing using a positioning device and a map having a plurality of segments the method comprising:

generating a first route from a first location to a second location;

generating signals to provide directions along the first route using positioning information from the positioning device;

detecting that the positioning device is off-route at a third location, the third location being adjacent to the first route and the third location representing an entrance to a parking lot; and

generating a second route by tracking the position of the positioning device from the third location to a fourth location located near the second location, the fourth location representing a parking spot of a parked vehicle within the parking lot and being on one of the plurality of segments of the map.

2. The method of claim **1** further comprising storing the second route as one or more supplemental segments in the map.

3. The method of claim **2** further comprising generating a third route from the second location to the first location using the second route and a portion of the first route, the third route including the third location and the fourth location.

4. The method of claim **1** wherein the fourth location is the same location as the second location.

5. The method of claim **1** wherein the fourth location is a point along the first route between the first location and the second location.

6. The method of claim **2** further comprising:

disabling use of supplemental segments in the map; and

generating a third route using point-to-point routing from the second location to the first location using the first route without using any portion of the second route.

7. The method of claim **1** further comprising generating a third route from a fifth location to a sixth location, the third route comprising at least a portion of the second route.

8. A positioning device using a map having a plurality of segments, the positioning device comprising:

a program for generating a first route from a first location to a second location;

a program for generating signals to provide directions along the first route using positioning information from the positioning device;

a program for detecting that the positioning device is off-route at a third location, the third location being adjacent to the first route and the third location representing an entrance to a parking lot; and

a program for generating a second route by tracking the position of the positioning device from the third location to a fourth location located near the second location, the fourth location representing a parking spot of a parked vehicle within the parking lot and being on one of the plurality of segments of the map.

9. The positioning device of claim **8** further comprising a module for storing the second route as one or more supplemental segments in the map.

10. The positioning device of claim **8** further comprising a program for generating a third route from the second location to the first location using the second route and a portion of the first route, the third route including the third location and the fourth location.

11. The positioning device of claim **8** wherein the fourth location is the same location as the second location.

12. The positioning device of claim **8** wherein the fourth location is a point along the first route between the first location and the second location.

13. The positioning device of claim **8** further comprising:

a program for disabling use of supplemental segments in the map; and

a program for generating a third route using point-to-point routing from the second location to the first location using the first route without using any portion of the second route.

14. The positioning device of claim **8** further comprising a program for generating a third route from a fifth location to a sixth location, the third route comprising at least a portion of the second route.

15. A machine-readable medium that provides instructions for a processor, which when executed by the processor cause the processor to perform a method comprising:

generating a first route from a first location to a second location;

generating signals to provide directions along the first route using positioning information from the positioning device;

detecting that the positioning device is off-route at a third location, the third location being adjacent to the first route and the third location representing an entrance to a parking lot; and

generating a second route by tracking the position of the positioning device from the third location to a fourth location located near the second location, the fourth location representing a parking spot of a parked vehicle within the parking lot and being on one of the plurality of segments of the map.

16. The machine-readable medium of claim **15** further comprising storing the second route as one or more supplemental segments in the map.

17. The machine-readable medium of claim **15** further comprising generating a third route from the second location to the first location using the second route and a portion of the first route, the third route including the third location and the fourth location.

18. The machine-readable medium of claim **15** wherein the fourth location is the same location as the second location.

19. The machine-readable medium of claim **15** wherein the fourth location is a point along the first route between the first location and the second location.

20. The machine-readable medium of claim **15** further comprising generating a third route from a fifth location to a sixth location, the third route comprising at least a portion of the second route.

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