

A Review of Pathways to Better Community Way-finding
Berger, C. and Jourdan, D.
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Title: Pathways to Better Community Wayfinding

Authors: Hunter, R., Potts, S., Belza, B., Byerle, R., Marquez, D., Friedman, D., Stollof, E., Bryant, L., Lee, C. Duncan, R., and Vandenberg, A.

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There have been a number of books written on Wayfinding in the last three decades since Romedi Passini wrote his seminal book *Wayfinding in Architecture* in 1992 with subjects ranging from the academic to the design oriented. This book tries to accomplish the largest feat, by enveloping the entirety of the field. In attempting to accomplish this task the authors have brought a series of accomplished academics and writers. The selection of writers has resulted in impressive areas and deep flaws that prevent this book from achieving the goal of creating a blueprint for architects, planners, designers and policy makers improve public health through better understanding of communicating mobility in the community.

The first 100 pages of the book are the strongest and will be of greatest value. These pages establish the cognitive framework that shapes current communities. The first chapters wisely walk through the achievement of the last 60 years beginning with Lynch's *Image of the City* and culminating with Legible London, the most comprehensive urban wayfinding study and project ever developed. These chapters cover the leading research and thinkers that largely define the state of the field today, particularly in cognitive and legibility research. This culminates in the work of Per Mollerup who applies his theories of wayfinding which distills cognitive study into a series of observations and recommendations for improvements to public environments. Any person who has not deeply studied the field of wayfinding will be engaged and provided ample resources for further study.

The next section of the book focuses on the tools and technology that supports wayfinding. While the section contains deep research on the relative success of mapping and technological tools in supporting cognition, it represents a deep separation in tone and scope from the one preceding it. While discussing low tech navigation strategies, this section does not embrace the full value of low tech navigation, focusing primarily on technology interventions.

The section focused on practice policy attempts to circle back to the public health importance of wayfinding. The section begins with a chapter about pedestrian wayfinding and all the tools and initiatives that support and enhance it. This section provides a larger context for recommendations that can improve public health through more pedestrian mobility. The final section focused on advocacy is also commendable but could delve further into the topic of how communities have developed policy structures to improve on the goals highlighted in the book.

The book ends promisingly with an integrative approach to linking wayfinding and the broader physical experience of wayfinding. This book should have great value to academics and specialists involved with wayfinding to enhance their understanding of the field and its tools.