

From the IAUC President

Dear Urban Climate Community,

I am happy to open this newsletter with two important milestones for IAUC and our international urban climate community. First, on 23 June 2026, the **International Urban Climate Foundation** was formally established as a Dutch foundation. The foundation will serve as the financial backbone of our association, providing a more robust structure to support conferences, community activities, international scientific exchange, and other initiatives that advance urban climate research worldwide. I am deeply grateful to **Marjolein van Esch**, **Gert-Jan Steeneveld**, **Natalie Theeuwes**, and **Benjamin Bechtel**, who worked hard behind the scenes to make this important step possible. Natalie will serve as Treasurer of the foundation, with Gert-Jan, Marjolein, and Benjamin serving as the initial board members.

I am also very pleased to share that IAUC is now a member of the **International Science Council (ISC)**. As a Category 3 member, IAUC joins a global network of scientific organizations committed to advancing science as a global public good. This membership strengthens IAUC's international visibility, connects our community more directly to global science-policy conversations, and creates new opportunities for engagement with broader scientific initiatives, expert groups, and international networks. The ISC connection gives our community a stronger voice in discussions about climate, cities, health, sustainability, and the role of science in addressing global challenges. My sincere thanks go to **Negin Nazarian** and **Benjamin Bechtel**, who made this important step possible.

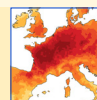
Now back to this newsletter! Our feature article presents **Cool Routes: Real-Time Human Thermal Exposure Routing**, a project that translates high-resolution heat information into practical guidance for everyday mobility. As cities around the world confront more frequent and intense heat, tools that connect human-scale thermal exposure science with planning, design, and public-facing decision support are becoming increasingly important. Cool Routes is one example of how our community is moving urban climate research from measurement and modeling toward actionable, people-centered applications.

The Urban Projects section continues this applied focus with contributions on the **Data2Resilience** project in Dortmund and **UCanWBGT**, which advances the calculation of heat stress in urban areas using weather model data. Together, these projects reflect an important direction for our field: developing scientifically robust, scalable, and useful approaches for practitioners, communities, and decision-makers.

This issue also includes a special contribution from David Pearlmutter reflecting on 18 years of *Urban Climate News*. This

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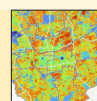
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is a wonderful opportunity to recognize the long-standing role of the newsletter in connecting our community, sharing emerging research, and documenting the evolution of urban climatology. On behalf of IAUC, I want to express my sincere gratitude to David and to everyone who has contributed to sustaining this important platform over the years.

There is also important IAUC business underway. The Board has received bids from prospective host cities for ICUC-13, and you can see [here](#) the finalists who are being voted on by the membership. Congratulations to two new IAUC Board members, **Natasha Picone** and **Andrea Zonato**, who have been [recently elected](#). I would like to warmly thank **Vincent Luo** and **Victoria Ramsey**, whose terms on the Board are coming to an end, for their service, commitment, and many contributions to IAUC. Last but not least, I am delighted to congratulate **Chenghao Wang**, an active member of our community, on receiving the [AMS STAC Early Career Award](#) earlier this year.

As always, my sincere thanks go to David Pearlmutter and the IAUC News and Bibliography Team, as well as to all contributors who make this newsletter possible. Your work keeps our community informed, connected, and inspired!

Warm regards,

— Ariane Middel

President, IAUC

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Western Europe has hottest June on record

June 2026 was the hottest June recorded for western Europe and the second warmest globally, driven by the highest sea surface temperatures (SSTs) on record for the month, according to the monthly update from the [Copernicus Climate Change Service \(C3S\)](https://wmo.int/media/news/western-europe-has-hottest-june-record) implemented by the European Centre for Medium-Range Weather Forecasts (ECMWF).

July 2026 — The heat in parts of Western Europe is continuing in July, fuelling devastating wildfires in France and the Iberian Peninsula.

Spain's Fabra Observatory in Barcelona – one of WMO's long-term weather observing stations – recorded 40.5°C on 8 July – the highest temperature in more than one century of data. France had a widespread amber alert (the second highest level) for heat as well as a high fire danger level because of drought, high temperatures and low humidity, according to Meteo-France.

WMO, its members and partners are mobilizing with early warnings and coordinated heat-health action plans to try to save lives and inform decision-making on how to minimize economic and ecosystem damage and disruption to infrastructure and labour productivity. It is accompanied by localized violent storms and in some areas by worsening drought and the risk of wildfires.

Extreme heat is expected to occur at increasing frequency and intensity and duration, according to the Intergovernmental Panel on Climate Change.



Solar Protection. A woman walks down the street in Torremolinos, Spain, shielding herself as best she can from the scorching sun. David Montero Rodriguez/GHHIN-EJN Extreme Heat Photo Contest 2025. Source: <https://wmo.int/media/news/western-europe-has-hottest-june-record>

"Heatwaves like this are what we expect to see in a changing climate," said John Kennedy, head of climate information at WMO. "In the 50 years since the historic heatwave in 1976, Europe as a whole has warmed by around two degrees. It's the fastest warming continent and extremes of temperature have increased too," he said.

Land and marine heatwaves

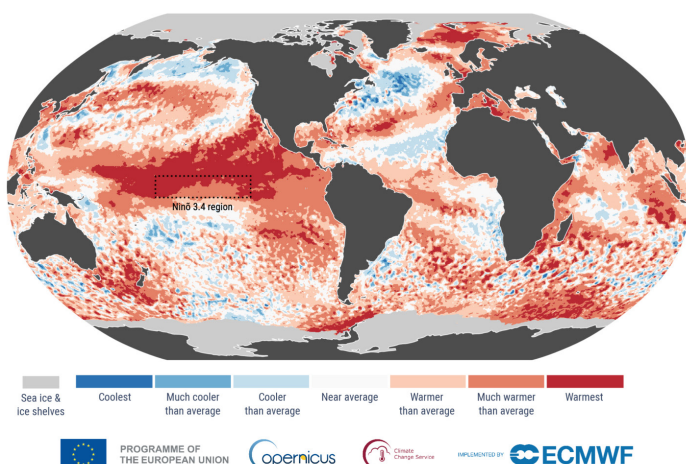
June saw much of western Europe experiencing a record-breaking heatwave and marine heatwaves across the western Mediterranean and along the Atlantic coasts.

Globally, the monthly average sea-surface temperature for the extra-polar ocean (60°S–60°N) was the highest for June, exceeding the previous record set in June 2024 by just 0.01°C. This partly reflected the development of strong El Niño conditions in the equatorial Pacific, according to Copernicus Climate Change Service.

The heatwave broke monthly and all-time temperature records across several European countries and contributed to severe health impacts, including heat-related deaths.

Anomalies and extremes in sea surface temperature in June 2026

Data: ERA5 1979–2026 • Reference period: 1991–2020 • Credit: C3S/ECMWF



Sea surface temperature anomalies, June 2026. ECMWF/Copernicus Climate Change Service. Source: <https://wmo.int/media/news/western-europe-has-hottest-june-record>

Europe also saw widespread dryness that, together with extreme heat, contributed to wildfire activity, particularly in the Iberian Peninsula and southern France, and heightened drought risk in parts of eastern Europe. The June heatwave occurred against a backdrop of increasingly dry soils across western and central Europe, further exacerbating drought conditions that had begun to develop during May's heatwave.

Globally June 2026 was the second-warmest in the ERA5 dataset, with an average surface air temperature of 16.54°C, 0.56°C above the 1991–2020 average for the month, behind June 2024. The average temperature over European land in June 2026 was the second-highest on record for the month. Western Europe, the region most affected by the heatwave, experienced its warmest June on record, with an average temperature of 20.74°C, 3.05°C above the 1991–2020 average for June, surpassing the previous record set in June 2025.

Snapshot of June records

The WMO Secretariat is compiling a regularly updated snapshot of temperature records. This is not a fully exhaustive list and some of the figures are provisional. It is intended as a guide to help in media reporting and to provide information on the scale of the extreme heat.

Germany broke new temperature records for three consecutive days, with the town of Coschen in eastern Germany near the border with Poland reporting 41.7°C on 28 June. A total of 252 weather stations recorded all time temperature records – the highest ever. According to DWD, 46 stations throughout Germany recorded temperatures of above (40°C) until 27 June.

Overnight temperature records also tumbled. A weather station in East Saxony reported an overnight minimum temperature of 29.4°C. DWD termed the heatwave as “historic.”

Hungary: A new June temperature record of 40.7°C was recorded near the capital Budapest on 28 June, with heat forecast to intensify further. Poland also recorded a new all-time temperature record, provisionally of 40.5°C, as did the Czech Republic.

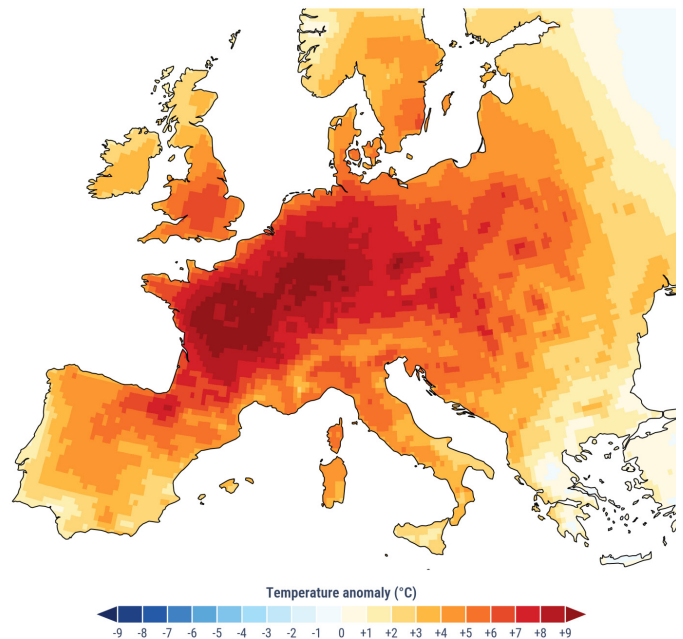
Austria set a new June temperature record of 40.0°C in the Vienna City, with a Red Alert continuing for the capital on 29 June, according to Geosphere Austria.

The **United Kingdom** broke the June temperature record for three consecutive days, with 37.3°C recorded in southern England on 25 June – a provisional figure which was likely to be revised upwards. The UK's Met Office issued Red Warnings for Extreme Heat once again for 26 June – the first time in the history of the current weather warnings system that red warnings have been issued for three straight days. This comes just weeks after May also saw UK daily temperature records broken.

In the **Netherlands**, the Dutch national meteorological

Average surface air temperature anomaly for 18–30 June 2026

Data: ERA5 • Reference period: 1991–2020 • Credit: C3S/ECMWF



PROGRAMME OF THE EUROPEAN UNION Copernicus European Space Agency Climate Change Service IMPLEMENTED BY ECMWF

European surface temperature anomalies, June 2026. ECMWF/Copernicus CC Service. Source: <https://wmo.int/media/news/western-europe-has-hottest-june-record>

service, KNMI, issued an unprecedented Red Alert for extreme heat for eight provinces for 26 June, and reported a number of new station records, and a new national June temperature record of 39.4 °C.

Denmark set a new all time high temperature of 37.0°C in two locations, breaking a record set in 1975, according to the Danish Meteorological Institute.

Switzerland set a new June temperature record of 39°C in the northern city of Basel, according to Meteo-Suisse.

France: France recorded its hottest day on record on 24 June – beating the record set the previous day – with an average national temperature of 30.0° Celsius, above previous records set in July 2019 and August 2003, said Météo-France. Temperatures rose up to 43.8 °C in the town of Pullau in western France. Overnight temperatures also set a new national record of 22°C.

A top-level Red Alert was issued for a record 58 departments – most of the country. Authorities warned of a high risk of wildfires amid a worsening drought. Underlining the associated dangers with the life-threatening heat, 40 people reportedly died in drowning accidents in France.

Spain recorded its hottest June days on record on 23 and 24 June. In a number of locations, temperatures were well above 40°C, setting many new June station temperature records, according to the Agencia Estatal de Meteorología, AEMET. The city of Bilbao reached 42.7°C, the highest June temperature recorded there.

Health Impacts

Extreme heat is often called the “silent killer” and in many countries it is underreported. There were approximately 489,000 heat-related deaths annually between 2000 and 2019, according to modeled estimates.

Heat stress occurs when the body gains more heat than it can release. Under normal conditions, the body manages its temperature through sweating and increased blood flow to the skin. But when the surrounding air is hot – especially when it is also humid – these cooling mechanisms struggle to keep up, and core body temperature begins to rise.

“Prolonged exposure over several days, particularly when temperatures remain high at night, means the body enters each new day already stressed. Older adults, young children, pregnant women, outdoor workers and people unhoused or living with chronic illness are among those most at risk, but heat stress can affect anyone when temperatures are extreme enough for long enough,” says Lachlan McIver, Health Advisor, WHO-WMO Climate and Health Joint Office.

It’s not just daytime temperatures

A “tropical night” is a term widely adopted in some regions such as Europe and parts of Asia. It can be defined as a night where the temperature does not drop below 20°C (68°F). During heatwaves, these become increasingly common, particularly in cities.

Night time is when the body is supposed to recover. When we sleep, our core temperature drops, our cardiovascular system rests, and the cumulative stress of a hot day begins to ease. When nights stay warm, that recovery does not happen. The body remains under strain around the clock, explains Armel Castellan, Extreme Heat Services Technical Advisor of the WHO-WMO Climate and Health Joint Office.

“This is why, when assessing the health impact of a heatwave, minimum temperatures can be more telling than the peak afternoon high. A day that reaches 38°C but drops to 18°C overnight is very different from a day that reaches 36°C and stays above 25°C through the night. The second scenario carries a much higher health risk,” he says.

During a heatwave, the urban heat island effect adds several degrees to the felt-like temperature, amplifying already present risk. A regional temperature of 35°C can translate to 38 or even 40°C on a dense city street with no shade or green spaces, and nights that might otherwise offer some relief stay warmer than surrounding areas.

WMO Response

The extreme heat set the backdrop for a [special address by UN Secretary-General António Guterres at London Climate Week](#) on 23 June.

“We have just lived through [the eleven hottest years](#) ever recorded. Climate disasters are becoming more frequent, more destructive, and more costly. And the World Meteorological Organization has warned we ain’t seen nothing yet. El Niño is not just knocking on the door. It risks blowing the house down. Turning up the heat. Disrupting food and water systems. And hitting the vulnerable the hardest,” Mr Guterres said.

[WMO’s El Niño Update](#) issued at the start of June forecast that a rapidly developing El Niño will affect weather and climate patterns in the coming months. Impacts are typically greater in other parts of the world than in Europe.

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WMO is one of ten specialized United Nations entities supporting the United Nations Secretary-General’s [Call to Action on Extreme Heat](#). The initiative seeks to strengthen international cooperation and reduce heat impacts through improved science, early warning systems, public awareness and coordinated action.

Through the [Early Warnings for All initiative](#), WMO and its Members are working to ensure that people at risk receive timely warnings and information on protective actions before dangerous heat occurs.

WMO and the World Health Organization (WHO) have jointly developed guidance on extreme heat and heat-health early warning systems. These systems and tools support Heat Action Plans and strengthen frameworks for [extreme heat governance](#), helping governments, health authorities and communities prepare for and respond to extreme heat events. The [WHO-WMO Climate and Health Joint Programme](#) works to ensure that climate, weather and environmental information is accessible, timely and actionable for public health decision-making.

Through the [Global Heat Health Information Network](#) (GHHIN), WMO and other UN Partners are leading efforts to strengthen governance for extreme heat by providing national authorities and local governments with the technical guidance and concrete tools needed to prepare for and respond to this growing risk. *Source:* <https://wmo.int/media/news/western-europe-has-hottest-june-record>

Oil price shocks have exposed car-dependent cities.

Here's what governments can do.

June 2026 — The recent Israeli–United States war with Iran sent oil prices soaring worldwide, and Canada was no exception. In some regions, gasoline passed \$2 per liter.

The newly signed but fragile memorandum of understanding between Iran and the U.S. offers some hope for stability, but sustained relief is unlikely to come quickly. The backlog of ships trapped behind the Strait of Hormuz will take time to clear. Plus, there is extensive damage to oil and gas infrastructure in the Persian Gulf, which continues to strain output. The International Energy Agency has described this situation as the largest supply disruption in the history of the global oil market.

This price shock exposes a deeper vulnerability in Canadian cities: their dependence on cars. Around 80% of commuters rely on private vehicles—95% of which are powered by internal combustion engines, driving demand for roughly 43 million cubic meters of gasoline each year. Transportation accounts for a significant portion of household spending, particularly in car-dependent areas. When fuel prices rise, households have few alternatives and must pay the cost.

Cities built around a single transportation option, like private vehicles, are more vulnerable to disruption. Fuel price spikes make this vulnerability more visible. Furthermore, due to climate-induced extreme events and conflicts, plus future pandemics, oil price rises will not be the only stressors on our urban transportation systems.

Resilient urban mobility can be created by giving people options that ensure they can still move around when a shock affects one form of transportation. It also means providing options that reduce how much energy that transportation requires so that price hikes don't affect people's ability to get around. These options include electric vehicles, walking, cycling and public transit.

Developing alternatives

Electric cars would ensure continued transportation during an oil price spike. Cities can encourage greater uptake of electric cars by requiring a certain number of electric car charging ports in new developments, offering grants for individual charger installation, and creating zero-emission zones.

In Norway, about 98% of all new passenger car registrations are electric cars. This has been achieved through tax incentives at the national level and electric car charging mandates at the municipal level, among other initiatives. But relying solely on energy-intensive EVs does not provide multiple transportation options.

Cities have options to help residents bike and take public transportation in the short term. One option is to

build a grid of separated bicycle lanes. Seville, Spain, in comparison with Halifax, provides important lessons for building out such a grid.

Seville implemented its grid within two years, resulting in a significant increase in cycling trips. In comparison, Halifax has completed about half of its proposed network, with the rest dogged by political indecision.

Similar networks can be created for public transit. Separate bus rapid transit lanes with signal priority would increase ridership and improve the efficiency of bus operating budgets per user by increasing the speed of buses and preventing "bus bunching"—when two or more buses on the same route end up grouped together due to traffic or delays.

Prioritizing walkable cities

In the medium term, cities can enact zoning reforms that promote walkable and transit-oriented neighborhoods. A first policy is to remove parking minimums—the zoning laws that require a minimum number of parking spots for all developments. They cause urban sprawl, compelling people to drive.

A second policy is to allow developers to build single-entry/exit buildings up to six stories. Architects and researchers argue that single-entry/exit mid-rise buildings are better for providing accessible, family-sized apartments on smaller lots, allowing more gentle density in transit and transportation priority areas.

The concern here for municipal and provincial regulators is safety and how people can quickly exit buildings in an emergency if the single exit becomes blocked. However, for mid-rise apartment buildings (three to six stories), proponents argue that safety concerns can be managed by mandating sprinklers and more advanced fire alarms.

Over the long term, cities can systematically update zoning rules to reorient transportation around walking, biking and public transit. Instead of separating residential and commercial zones that compel people to drive, cities can allow low-noise and low-pollution commercial units within residential areas. Increasing the density of neighborhoods, especially in downtown areas and along major transit corridors, would allow many more people to live and work in much more walkable areas.

Finally, governments should mandate that a certain percentage of housing units in a residential development must be three- to four-bedroom units. This would create more options for families and encourage them to live in denser neighborhoods.

With the policy options outlined above and many more, cities can reduce dependence on cars. As a result, our cities will become easier to get around, more walkable and more resilient to future shocks. Source: <https://phys.org/news/2026-06-oil-price-exposed-cardependent-cities.html>

Trump Administration Abandons Fight Against Wind Energy as Clean Energy Output Surge

The clean energy sector is showing resilience despite challenges thrown at it by a hostile White House, a recent report found. A string of legal victories has further dampened the Trump administration's efforts to halt wind and solar power.

June 2026 — The Trump administration has abandoned its effort to halt wind energy projects across the United States and dropped its challenge to the [court ruling](#) that tossed President Donald Trump's order freezing federal permitting and leasing for wind projects. States that challenged the order hailed the development as one of the most significant legal victories against the Trump White House's campaign against the energy transition.

On June 15, the U.S. Court of Appeals for the First Circuit [dismissed the appeal](#) after the Justice Department filed a motion for its voluntary dismissal on June 10.

The case against Trump's executive order was filed in May, 2025 by a coalition of attorneys general from 17 states and Washington, D.C., led by New York Attorney General Letitia James.

Monday's decision affirms the Dec. 8 ruling by U.S. District Court Judge Patti Saris, which concluded that Trump's January 2025 executive order was unlawful, finding the sweeping ban on wind projects was "arbitrary and capricious" and exceeded the president's authority.

Environmental and wildlife advocacy groups applauded the move. Nancy Pyne, a senior advisor to the Sierra Club, said renewable energy continues to prevail and grow in spite of Trump's relentless attacks.

"While everyday Americans face soaring bills and unstable prices," she said, "renewable energy offers an affordable, common sense solution to lower costs and protect our health and our environment."

This latest victory in a string of legal setbacks for the administration comes at a time when clean energy production continues to surge despite a slew of policy, permitting and procedural hurdles imposed by the White House.

According to a [recent report](#) from the nonprofit Environmental Defense Fund and Atlas Public Policy, a record 79.7 GW of clean power are projected to come online in the U.S. in 2026, even as roughly 8 GW of clean energy projects were canceled in the first quarter of the year.

The project pipeline remains strong, the report found, with 222 GW of clean energy capacity planned or under construction nationwide as part of 693 GW of power announced through the first quarter. Developers have announced plans to invest an estimated \$377 billion in new projects through 2031, the report said in its key findings.



An aerial view of the Altamont Pass wind farm on January 13 in Livermore, CA. Source: insideclimatenews.org

The country already has 471 GW of clean power online, with a record 51.6 GW newly added in 2025, "the equivalent of about 25 Hoover Dams," the report notes. Solar and battery storage now account for 85 percent of the planned pipeline.

The Monday court ruling arrives roughly a week after a different federal court restored a key tax-credit pathway for wind and solar developers.

On June 6, the U.S. District Court for the District of Columbia tossed an August 2025 treasury rule that made it difficult for wind and solar projects to qualify for federal tax credits. The change eliminated the longstanding practice whereby developers locked in tax credits by showing that 5 percent or more of a project's total cost had been spent. Judge Colleen Kollar-Kotelly ruled that the administration had not given a sound reason for the change, and sent the rule back to the IRS to reconsider.

"We see a strong correlation between the high rate of cancellation and the anti-renewable policies from the Trump Administration—from aggressive executive orders through attempts to repeal pollution protections," said David Villagrana, lead counsel for clean energy tax solutions at EDF. In an emailed response, Villagrana said the Trump administration has significantly delayed projects through administrative measures. "Development within any industry likes consistency; for clean energy, the Trump administration has ensured a lack thereof."

He cautiously welcomed the court's overturning of the revised 5 percent rule, saying the administration could decide to appeal the district court's decision but "it would have to overcome the district court's careful and thorough analysis of the many legal deficiencies in the IRS' notice."

The EDF report also tracked a sharp uptick in gas projects. "[T]otal planned and under construction natural gas capacity rose from 44.8 GW in Q4 2025 to 65.5 GW by the end of Q1 2026, an increase of 20.7 GW," its authors wrote, more than four times the combined growth of solar, storage and onshore wind over the same period. Fossil fuels' share of planned capacity has climbed from 9 percent at the end of 2022 to 27 percent, "a threefold increase that points to an uptick in fossil fuel generation investment," according to the report.

In an interview with Inside Climate News, Jon Gordon, senior policy director at Advanced Energy United, a clean energy advocacy group, said the gas buildout was "very concerning... particularly from an environmental standpoint," warning that new plants are "likely going to be in service for 30 years plus, once they're constructed."

He said "the big reason we're seeing this surge of natural gas is this administration that's been throwing roadblocks in the way of renewables and providing incentives for fossil fuel."

For a clean-energy state like Maryland, he said, the challenge was real because "a lot of our problems are very short term. We need new supply right away," and yet gas plants "are the longest to build." Gordon argued that economics increasingly favors the clean energy pathway because the cost of building gas plants "has almost doubled in just a couple of years," while solar and battery costs keep falling.

The EDF-Atlas report also found that 80 percent of the nation's existing, planned and under-construction clean power capacity is located in congressional districts represented by Republicans. Of the 30 districts with the most clean power capacity, just five are Democratic. Texas leads every state with 164 GW, nearly double California, in second place with 83 GW.

Abe Silverman, an assistant research scholar at Johns Hopkins University's Ralph O'Connor Sustainable Energy Institute, cautioned against reading the map in partisan terms. Talking to Inside Climate News, he said the first thing he looks to is "where is land cheap."

"Is it really the red and blueness of the state, or is it the underlying cost of land and the density," he asked. Much of the growth is in areas with low-cost land, he said, and it is further shaped by interconnection policies. *Source:* <https://insideclimatenews.org/news/15062026/trump-administration-abandons-fight-against-wind-energy/>

Africa's Urban Moment: Building Resilient Cities for a Changing World

March 2026 — Africa is entering what many describe as its "urban century." Over the coming decades, millions of people will move to cities in search of opportunity, employment, and improved living conditions.

Urban areas already generate a significant share of economic activity across the continent. They concentrate markets, talent, and innovation. From digital entrepreneurship to creative industries and manufacturing, cities are increasingly driving Africa's economic transformation.

But this growth also places enormous pressure on urban systems. In many cities, infrastructure struggles to keep pace with rapid expansion. Informal settlements—home to a large portion of urban residents—often lack reliable access to water, sanitation, and housing. Climate-related disasters such as flooding, droughts, and extreme heat are becoming more frequent, affecting vulnerable communities the most. These overlapping challenges highlight why resilience has become essential.

Urban resilience refers to the ability of cities to anticipate, absorb, adapt to, and recover from shocks and stresses while continuing to grow and serve their populations. In the African context, it is about ensuring that rapid urbanization becomes a force for sustainable development rather than a source of vulnerability.

From Conversation to Action

The February 2026 discussions in Nairobi demonstrated how the resilience agenda is evolving across Africa. Cities are no longer viewed simply as sites where development challenges emerge. They are increasingly recognized as platforms for solutions. Through initiatives led by the United Nations Development Programme, governments, city administrations, development partners, and community organizations are working together to design integrated approaches to urban development—approaches that combine climate adaptation, governance reform, and economic opportunity.

A key message from the Nairobi gathering was that resilience cannot be achieved through isolated projects alone. Urban systems—transport, housing, water management, energy networks, and public services—are interconnected. Strengthening one part of the system often requires improvements across others. This shift toward systems thinking is redefining how cities approach development planning.

Climate-Smart Cities

Climate change is one of the most immediate threats facing African cities. Rising temperatures, unpredictable

rainfall patterns, and more frequent extreme weather events are already affecting urban populations. Flooding in low-lying neighbourhoods, water shortages during droughts, and heat stress in densely populated areas are becoming more common. Urban resilience initiatives are therefore increasingly focused on climate-smart infrastructure. Cities are investing in improved drainage systems, climate-adapted housing, and stronger energy networks capable of withstanding extreme weather. At the same time, many are exploring nature-based solutions—such as restoring wetlands, expanding green spaces, and protecting urban watersheds. These approaches not only reduce climate risks but also improve air quality, biodiversity, and overall urban livability.

Digital Innovation and Urban Governance

Technology is playing an increasingly important role in building resilient cities. Digital tools allow city administrations to collect and analyze data in real time—from traffic patterns to flood risks and infrastructure performance. Satellite imagery and geographic information systems can help map informal settlements and identify vulnerable areas before disasters occur. This information enables city leaders to make better decisions, allocate resources more effectively, and respond more quickly to emergencies. Across Africa, the rapid expansion of digital connectivity provides new opportunities to integrate innovation into urban planning. By using digital platforms and open data systems, cities can improve service delivery, enhance transparency, and involve citizens more directly in shaping development priorities.

Inclusion at the Core

A resilient city must also be an inclusive city. In many African urban centres, informal settlements house the majority of residents. These communities often face the greatest risks—from flooding and poor sanitation to insecure housing. Yet they are also vibrant spaces of economic activity, entrepreneurship, and social networks. Urban resilience strategies increasingly recognize the importance of community participation in planning and decision-making. Expanding access to essential services such as water, sanitation, healthcare, and safe housing is central to building resilience. When cities invest in inclusive infrastructure and policies, they not only reduce vulnerability but also strengthen social cohesion and economic opportunity.

Financing the Cities of the Future

Building resilient cities requires significant investment. Africa's infrastructure needs are already substantial, and climate adaptation adds further urgency. Traditional public financing alone cannot meet these demands.



Aerial view of Cape Town. Source: www.undp.org/africa

As a result, governments and development partners are exploring innovative financing models to support urban development. Blended finance mechanisms that combine public funding with private investment are gaining momentum. Climate funds, green bonds, and new municipal financing tools are also emerging. For cities, resilience is not only about risk reduction—it can also attract investment by creating stable, well-planned environments where businesses and communities can thrive.

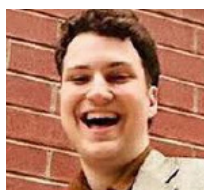
A Defining Opportunity

Africa's urban transformation is happening at a critical moment for global development. The choices made today about how cities grow will influence economic prosperity, environmental sustainability, and social stability for generations to come. If resilience becomes central to urban planning, African cities have the potential to become global models for sustainable growth and climate adaptation. Through initiatives such as its urban resilience work, the United Nations Development Programme is helping countries and cities navigate this transition by fostering collaboration, strengthening governance systems, and supporting innovative approaches to development.

The message emerging from Nairobi is clear: Africa's cities are not simply confronting challenges—they are creating solutions. Within these urban spaces are entrepreneurs developing digital platforms, engineers designing renewable energy systems, and communities working together to improve neighbourhoods and public services. As Africa continues its rapid urban expansion, resilient cities will play a decisive role in shaping the continent's future. Because the real question is no longer whether Africa will urbanize.

It is how resilient its cities will become—and how that resilience will unlock the next chapter of Africa's development story. Source: <https://www.undp.org/africa/resilience-hub-africa/stories/africas-urban-moment-building-resilient-cities-changing-world>

Cool Routes: Real-Time Human Thermal Exposure Routing



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Introduction

Urban populations worldwide face increasing extreme heat, a severe climate hazard that poses serious health risks (Nazarian et al., 2022; Tuholske et al., 2021). Long-term exposure to high temperatures has been associated with negative health consequences, including heat exhaustion, heatstroke, and increased mortality, especially among older adults, outdoor workers, and socioeconomically disadvantaged groups (Clark et al., 2024; Falchetta et al., 2024; Habibi et al., 2024).

Sustainable means of urban mobility, such as walking, biking, and public transit, are critical to public health because they promote physical activity, reduce air pollution, and improve mental well-being (Scrivano et al., 2024; Smith et al., 2017). In cities with hot climates, such as Phoenix, Arizona, USA, extreme heat is a significant barrier to these means of transport because pedestrians and transit riders spend extended periods on sun-exposed sidewalks and transit stops (Buo et al., 2023; Dzyuban et al., 2022).

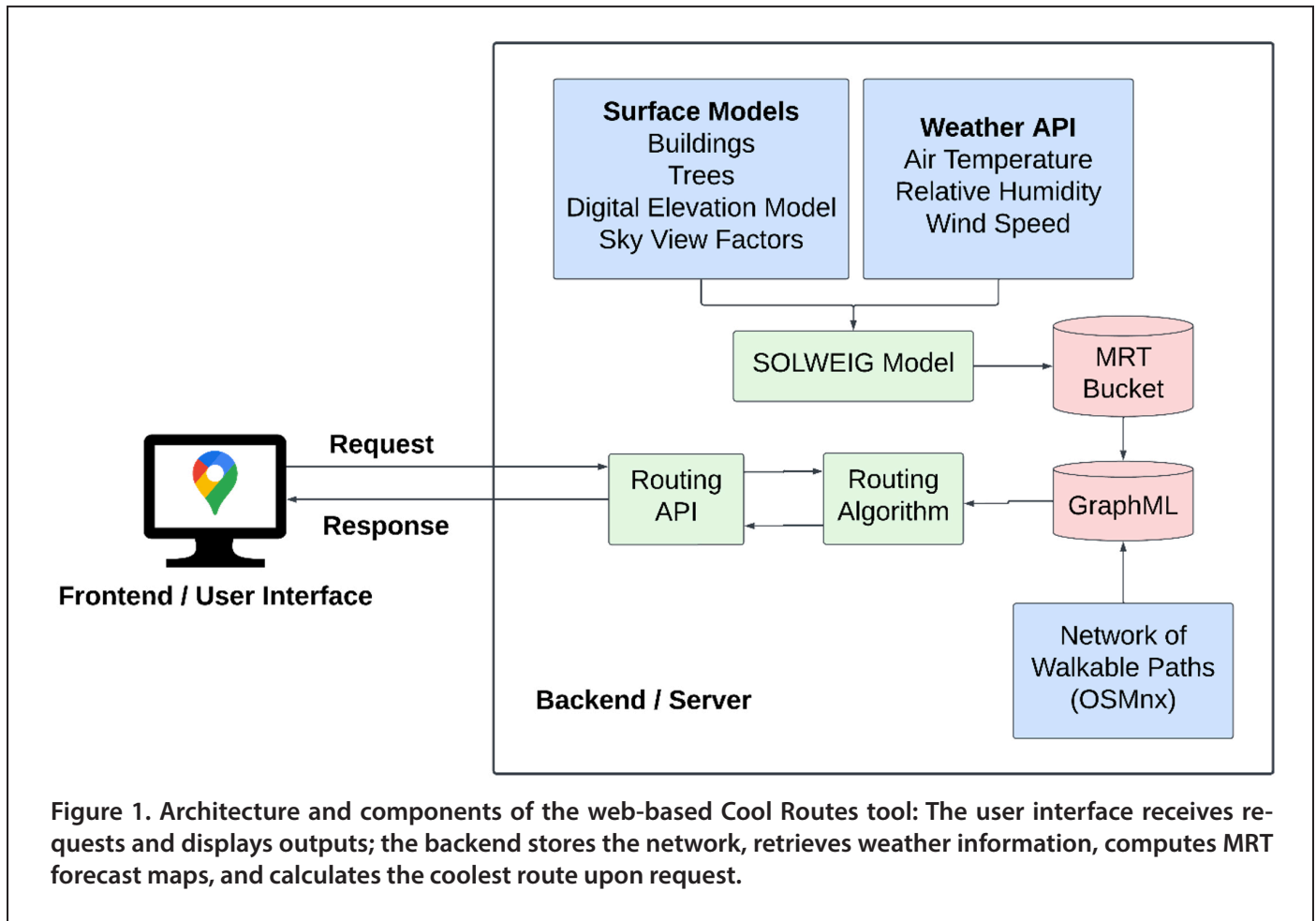
Evaluating thermal exposure at the human experience scale is necessary to comprehend and reduce pedestrian-scale heat exposure. Despite their widespread use, conventional heat indicators such as air temperature and land surface temperature cannot fully capture the complex relationships among solar radiation, surface materials, and urban design that shape thermal stress at the pedestrian level (Turner et al., 2022).

Mean radiant temperature (MRT) is recognized as a more physiologically relevant metric for hot, dry climates because it accounts for both shortwave and longwave radiation effects on the human body (International Organization for Standardization, 1998; Thorsson et al., 2007). MRT is a determinant of outdoor thermal comfort and is particularly important under dry, clear-sky conditions when direct solar radiation dominates

(Johansson et al., 2014; Lin et al., 2010; Middel et al., 2016). Shading from trees, buildings, and artificial structures significantly reduces MRT, UV exposure, and improves outdoor comfort and walkability (Aleksandrowicz & Pearlmutter, 2023; Middel et al., 2021; Shashua-Bar et al., 2011). Under hot-arid conditions, the magnitude of this effect is substantial: field and modeling studies in Phoenix have shown that MRT can exceed 70 °C in full sun but may drop by 20–40 °C in shaded environments, depending on solar angle and surface characteristics (Middel et al., 2021; Turner et al., 2023).

As cities worldwide expand efforts to promote sustainable mobility and climate resilience, planners and public health officials increasingly recognize the importance of shade as a heat mitigation tool (City of Phoenix Office of Heat Response and Mitigation, 2024; Deilami et al., 2020; Jamei & Rajagopalan, 2017). However, pedestrians currently have limited access to real-time information about shaded paths, especially during heat events when safe route choice is most critical.

In response to the limitations of conventional route-planning tools such as Google Maps, which prioritize travel time and convenience but do not account for environmental stressors, researchers have begun developing routing applications that consider thermal comfort and exposure. For example, Opach et al. (2021) introduced WayFinder, which integrates real-time weather data and user-reported conditions to avoid extreme temperatures, and later examined user perceptions of its utility. Other studies have developed routing approaches that incorporate land surface temperature (Neset et al., 2022), air temperature and heat index minimization (Rußig & Bruns, 2017), or walkability indices based on shade and weather conditions (Al Shammass et al., 2023; Wen et al., 2025).



While these advances represent important progress, most routing tools operate at coarse spatial and temporal resolutions, lack validation against observed thermal exposure, and do not adapt dynamically to changing weather conditions throughout the day because shade simulations are conducted offline. To address this gap, we introduce Cool Routes, a real-time thermal navigation framework that integrates high-resolution urban climate modeling with pedestrian network routing. The study combines the established SOLWEIG microclimate model and the Dijkstra shortest-path algorithm (Dijkstra, 1959) to introduce a novel real-time exposure-aware routing system. Specifically, we (i) incorporate 1-meter resolution, time-varying MRT rasters into a pedestrian network, (ii) formulate thermal exposure as a distance-weighted cost function that enables optimization of cumulative radiative heat load, (iii) implement a forecast-driven, real-time routing workflow through precomputation of MRT maps, and (iv) validate route-level thermal exposure using mobile biometeorological observations.

Cool Routes Architecture and User Interface

Cool Routes is a pedestrian navigation tool that provides real-time, heat-safe navigation via a web-based

user interface and a Flask-based server backend (Figure 1). The tool is currently implemented for the Arizona State University campus in Tempe. The interactive user interface accepts requests for the origin (O) and destination (D) of a route, and the time and date (current or up to 3 days in advance). Users can select an OD pair from a predefined set of 171 points of interest (POIs), which include student housing, academic buildings, libraries, dining facilities, and near-campus commercial or institutional establishments. Users can also specify the desired date and time for the route request, which defaults to the current date and time if not otherwise indicated. All times are expressed in the local time zone (Mountain Standard Time). Once the user inputs the route parameters, the frontend communicates with the backend server via an API that sends a GET request containing the selected OD pair and time information.

The backend maintains a network of walkable paths and 1-m resolution hourly MRT rasters that are pre-computed overnight using the Solar and LongWave Environmental Irradiance Geometry (SOLWEIG) model (Lindberg et al., 2008) and atmospheric forecast information from a weather API (Oikolab Limited, 2025). The backend then processes the request, determines the

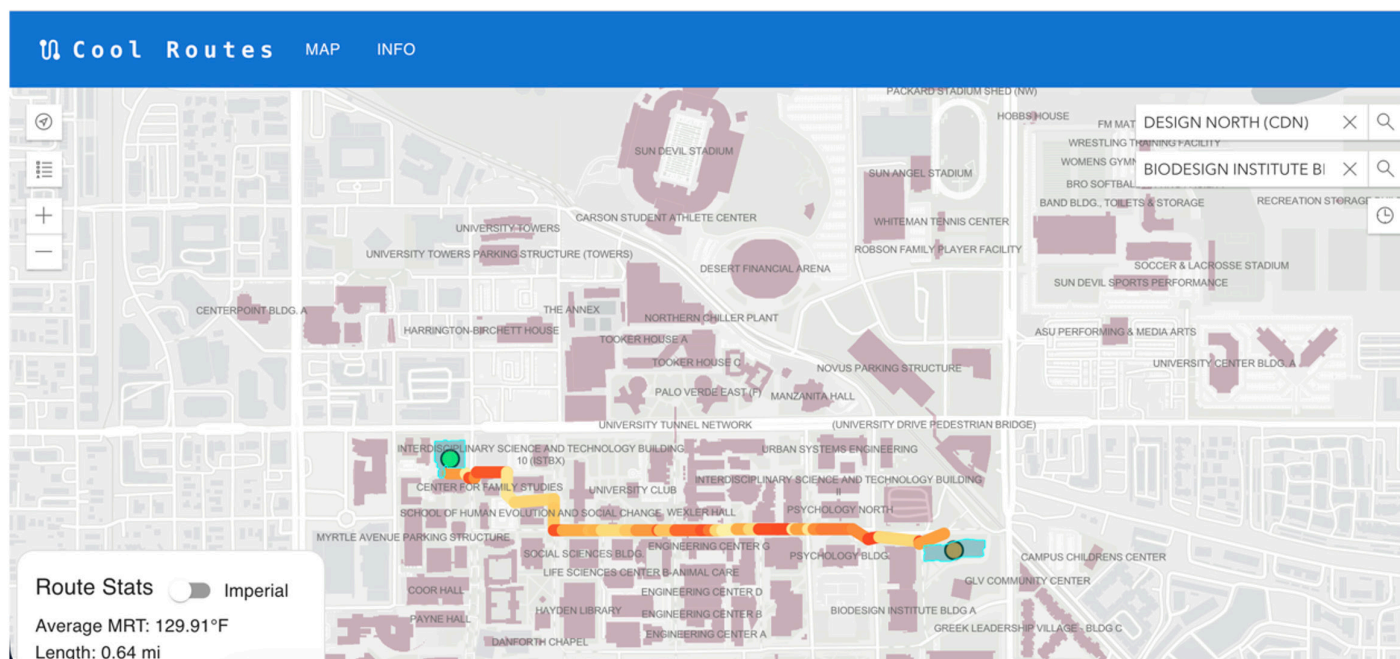


Figure 2. Interactive map of Arizona State University's Tempe campus, displaying the coolest route from the Design North building (CDN) to the Biodesign Institute C building (BDC) for April 15, 2026, at 12:00 h. Basemap source: Arizona State University.

optimal (i.e., coolest) route based on the precomputed MRT maps, and returns the route geometry to the frontend.

The tool presents the shortest path with the least heat load on the body, after evaluating thermal exposure along all possible routes using the MRT map closest to the user-defined time. The website shows the optimal route along with statistics for the user (Figure 2).

To illustrate how thermal routing alters pedestrian paths under different environmental conditions, Figure 3 shows example routes for a representative origin–destination pair on the ASU campus for two seasons (April and July) and three times of day (09:00 h, 12:00 h, and 16:00 h). The comparison highlights how route selection responds to changing sun–shade patterns. In the cooler season, when solar angles create strong spatial shading contrasts, the tool identifies detours through shaded corridors. In contrast, during peak summer conditions, route alternatives are more limited, and the optimal path often closely aligns with the shortest route (see Fig. 3b, East–West route), reflecting the scarcity of continuous shade. This example demonstrates how the effectiveness of thermal routing depends on both diurnal and seasonal variations in solar exposure and on urban form.

Validation of Modeled Thermal Exposure

MRT outputs along five optimal walking routes were validated using MaTty, a mobile meteorological station that measures shortwave and longwave radiation in six directions every two seconds (Middel & Kräyenhoff,

2019). Five origin–destination pairs were selected based on available points of interest from the LiDAR dataset, with three routes oriented east–west and two north–south. Each route was walked at 9:00 h, 12:00 h, and 16:00 h on three hot summer days in July 2025 with temperatures near 40 °C. Because of equipment limitations, only two routes could be walked per day, and MRT simulations were generated the night before using forecast weather data.

The validation accounted for the difference between stationary model outputs (fixed-location MRT estimates from SOLWEIG) and transient field measurements (moving pedestrian exposure recorded by MaTty). This difference created challenges such as aligning locations, synchronizing time, and capturing rapid changes between sun and shade. Data affected by errors (such as sensor obstruction, route deviations, or inaccessible segments) were removed from the analysis. To compare modeled and observed MRT, each MaTty reading was linked to the nearest route segment using a nearest-edge method. Because MaTty recorded data every two seconds, multiple readings per segment were averaged and compared with simulated MRT values. Model accuracy was evaluated using statistical error metrics (RMSE, MAE, MBE) and Willmott's index of agreement d (Willmott, 1982), and spatial error maps were created to show where MRT was over- or underestimated along routes and across all validation paths.

319 edges were used for validation after excluding segments that MaTty did not traverse. The index of

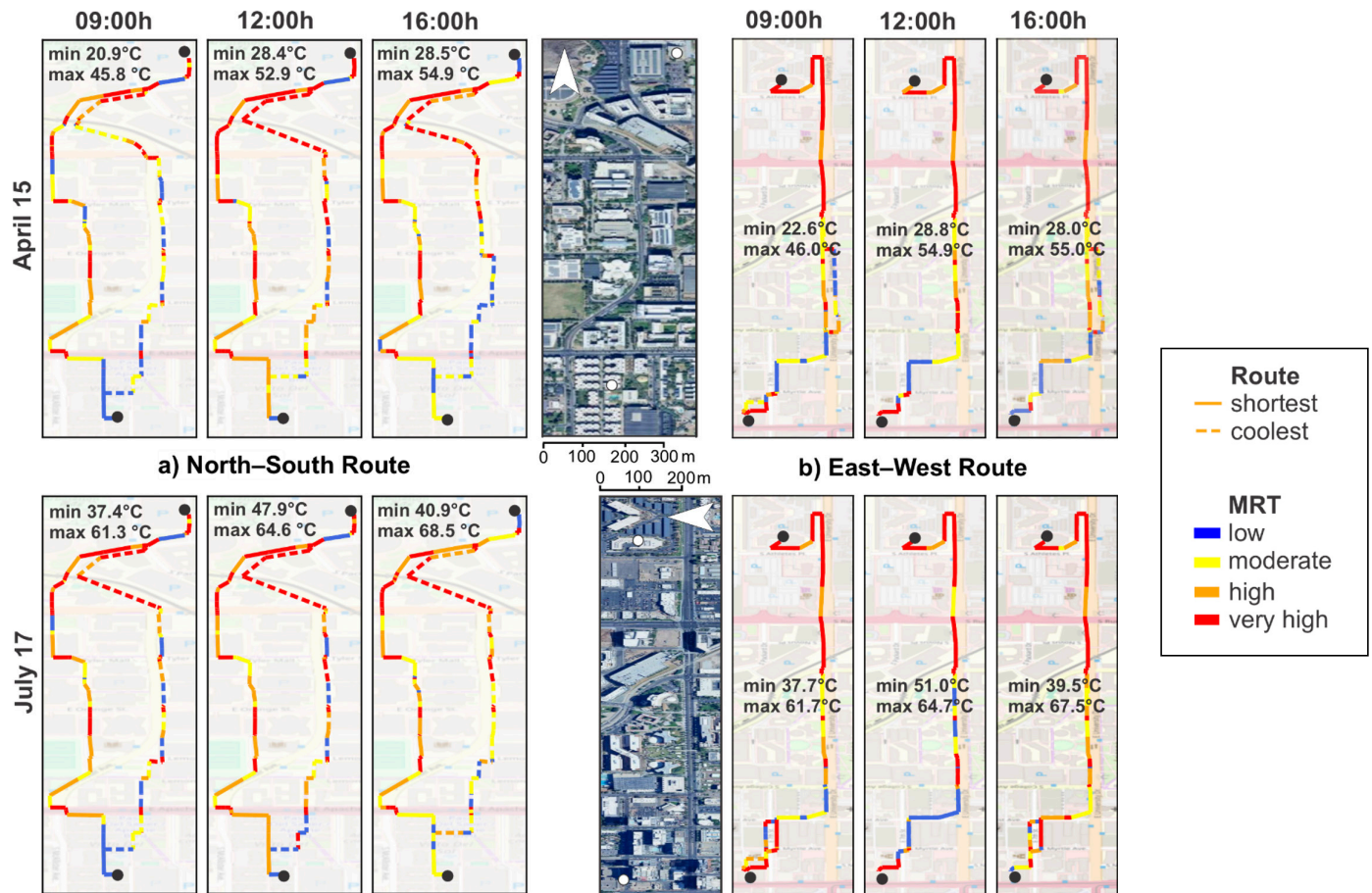


Figure 3. Shortest and coolest routes for a representative origin-destination pair on the ASU campus for two seasons (April 15 and July 17) and three times of day (09:00 h, 12:00 h, and 16:00 h). Left panels show a north-south route, and right panels an east-west route. Colors indicate mean radiant temperature (MRT), ranging from low (blue) to very high (red). The coolest route (dashed line) deviates from the shortest path (solid line) to utilize shaded segments where available. Seasonal and diurnal differences illustrate how route optimization is strongly influenced by solar geometry and the availability of continuous shade.

agreement was 0.73, indicating good overall agreement between the tool's MRT estimates and MaRTy's observations. The tool tended to underestimate MRT, as reflected by an MBE of -2.0°C . The MAE was 6.2°C , and the overall RMSE was 8.4°C , with a systematic component of 4.7°C and an unsystematic component of 7.0°C . Among the validated edges, 228 (72%) had absolute errors below the overall RMSE. For this subset, the RMSE was substantially lower at 3.9°C .

Most edges (87 out of 146, or 60%) had mean errors between -5°C and $+5^{\circ}\text{C}$. Most large errors resulted from underestimation, as shown by the blue-shaded edges in Figure 4. A smaller number of edges showed overestimation, indicated by orange and red shading.

Discussion

Validation results showed that the routing tool produced an RMSE of 8.4°C , exceeding the ISO 7726-recommended $\pm 5^{\circ}\text{C}$ error range for MRT estimates. This elevated error was primarily due to mismatches

in shading between simulated conditions and field observations, which can yield large temperature differences in hot-arid climates, where MRT may vary by more than 40°C between sunlit and shaded areas. These mismatches were largely linked to limitations in the surface models, including minor landscape or structural changes (such as tree growth or new elements) that were not captured in the LiDAR-based inputs.

Additional discrepancies arose from representing routes as simplified line segments, while actual walking paths covered broader areas, making precise alignment between modeled and observed conditions difficult. The systematic RMSE remained low, suggesting that outliers did not significantly affect it. The model also showed a high index of agreement, indicating strong overall performance. Overall, the higher error values compared with stationary validations reflect the inherent challenges of validating transient pedestrian exposure, where small differences in shade timing or position can produce large MRT differences. Most route segments

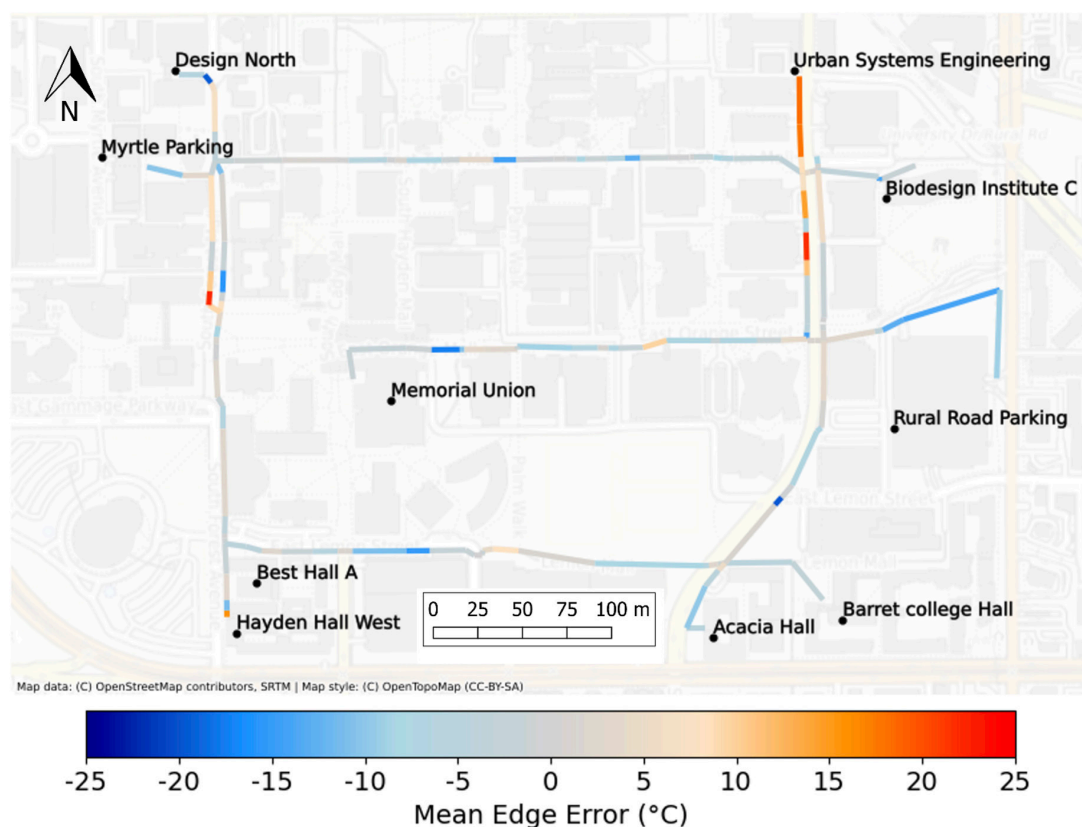


Figure 4. Mean radiant temperature (MRT) difference map for five selected routes to validate the routing tool; differences are averaged over 9:00 h, 12:00 h, and 16:00 h.

still fell within acceptable accuracy limits, supporting the model's reliability for operational routing applications.

Implications for Urban Planning

Beyond navigation, Cool Routes has strong applications in urban planning and design, as it identifies pedestrian corridors that consistently experience high thermal exposure. By aggregating multiple routing results, planners can locate "thermal hotspots" and prioritize areas for cooling interventions such as street trees, pergolas, or improved transit shelters. The tool can also simulate proposed cooling strategies, such as adding tree canopy, to evaluate their impact on route-level MRT and pedestrian accessibility. Additionally, integrating routing outputs with demographic and mobility data can support equity-focused planning by identifying vulnerable neighborhoods with high heat exposure.

Limitations and Future Work

Several limitations affect scalability and real-world deployment. Generating MRT data using the SOLWEIG model is computationally intensive; for the study area, producing 24 hours of data required about four hours, and larger cities would require significantly more time. A scalable solution would involve distributed

computing systems, city-specific processing, and cloud-based platforms to efficiently handle routing requests. Emerging deep-learning approaches, such as neural network surrogates trained on SOLWEIG outputs, could significantly reduce computation time, though they require extensive local training and validation.

Alternative approaches, such as using shade as a proxy for thermal exposure, may be computationally simpler but less accurate because shade alone does not capture all radiative heat processes. Expanding the tool to other cities will require accurate urban morphology data, updated vegetation information, and validation under diverse climates. While MRT-based routing works well in hot-arid regions, additional factors such as humidity and air temperature must be considered in more humid climates, e.g., by using UTCI or PET.

Other limitations include single-user processing, uncertainty in canopy and urban data, and potential system-level effects such as crowding along shaded routes. Future improvements may include multi-user functionality, customizable detour tolerance, integration of amenities such as water fountains, and modeling of time-based exposure dynamics and human behavior to better represent real-world pedestrian experiences.

Conclusions

As extreme heat increasingly shapes urban life, tools are needed that translate urban climate science into actionable, human-scale guidance. Cool Routes demonstrates how high-resolution modeling can be embedded in a real-time navigation system that prioritizes thermal comfort. By using MRT, the tool captures the dominant driver of heat stress in hot, arid environments and moves beyond conventional air-temperature-based routing.

Results show that meaningful exposure reductions can be achieved with minimal trade-offs. Across seasons and routes, the system frequently identified cooler alternatives, reducing MRT by several degrees Celsius while increasing travel distance only marginally. At the same time, validation highlights an important challenge: accurately representing rapid sun–shade transitions along walking routes remains difficult, reinforcing the importance of microscale variability for human thermal experience.

Beyond navigation, Cool Routes illustrates how routing outputs can inform planning by identifying high-exposure corridors and guiding targeted shade interventions. Looking ahead, scaling such systems will require faster modeling approaches and broader applicability across climates and user needs. Overall, this work points toward a shift from static heat maps to dynamic, user-centered tools that support climate-resilient mobility and more heat-adapted cities.

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<https://doi.org/10.1016/j.buildenv.2026.114622>

From Sensors to Services: Co-producing Urban Climate Information for Heat Resilience in Dortmund

As cities around the world experience more frequent and intense heat events, the demand for timely and local climate information is growing rapidly. Municipal administrations are expected to prepare heat action plans, protect vulnerable populations, communicate risks to citizens, and identify neighborhoods where interventions are most urgently needed. Yet many cities still rely on a small number of official weather stations or lack dedicated urban climate observations altogether. While these stations provide valuable regional information, they often cannot capture the substantial climatic differences that exist within the urban fabric.

Residents, however, do not experience heat at the city scale. They experience it in the street where they wait for the bus, in the courtyard outside their apartment, on the playground where children spend the afternoon, or in neighborhoods where a lack of vegetation and shade amplifies thermal stress. Understanding these local realities requires data that is spatially detailed, accessible, and meaningful for decision-making.

At the same time, collecting more data alone does not automatically lead to better adaptation. Climate information only becomes valuable when it can be translated into services that address concrete user needs and fit into existing decision-making processes. Developing such services requires dialogue between researchers, practitioners, technical service providers, and the communities they seek to support.

The Data2Resilience (D2R) project in Dortmund, Germany, funded through the ICLEI Action Fund 2.0, a granting scheme supported by Google.org, set out to address precisely this challenge. Rather than focusing solely on deploying sensors, the project aimed to co-produce urban climate service prototypes through close collaboration with municipal stakeholders. Over the course of the project, a neighborhood-scale biometeorological measurement network, an interactive climate dashboard, open interfaces for data access, and transparent metadata services were jointly developed and refined. Together, these components evolved into an integrated climate service ecosystem designed to support both everyday decision-making and long-term urban heat resilience.

Understanding needs before implementation

A defining characteristic of D2R was its emphasis on co-production from the outset. The project brought together researchers from the Bochum Urban Climate Lab, the City of Dortmund, ICLEI Europe — a



Figure 1. The Data2Resilience team from the Leibniz University Hannover (LUH) and the Bochum Urban Climate Lab @Ruhr-University Bochum (RUB) at the final D2R-Workshop in Dortmund. Photo: B. Kraas. 06/2025
From left to right: Prof. Christian Albert (LUH), Dr. Stefan Schmidt, Jonas Kittner (RUB), Charlotte Hüser (RUB), Luise Wolf (RUB), Annika Rühl (LUH), Nikolaus Gottschalk (RUB), Dr. Vanessa Reinhart (RUB), Prof. Benjamin Bechtel (RUB), Selina Mähner (RUB), Celina Mittelstädt (RUB), Benedikt Kraas (RUB), Swantje Maurer (RUB).

global network of more than 2500 local and regional governments — and representatives from several relevant municipal departments. Rather than presenting finished products to stakeholders at the end of the project, the consortium sought to involve future users throughout the development process.

Semi-structured stakeholder workshops formed the backbone of this engagement process. Conducted at different stages of the project, these workshops created opportunities to discuss priorities, test prototypes, gather feedback, and reflect on emerging needs (Figures 1 and 2).

The first workshop focused on understanding expectations and identifying relevant use cases, providing an opportunity for municipal stakeholders to discuss the challenges they faced in addressing urban heat and to explore how climate information could support their work. Participants highlighted the need for intuitive visualizations, neighborhood-level information, and products that could facilitate communication with both decision-makers and citizens. Preferences regarding the placement of biometeorological stations were also discussed, ensuring that the future



Figure 2. Stakeholder panel on the importance of climate services for the challenges within the departments of a city administration with representatives from the Dortmund health office, the environmental office, politics and researchers from the Leibniz University Bochum and the Ruhr-University Bochum. Photo: B. Kraas. 06/2025

measurement network reflected practical priorities and local knowledge. Subsequent workshops shifted towards prototype development and refinement, with stakeholders interacting directly with evolving versions of the dashboard, commenting on functionality and usability, and raising questions regarding data interpretation and operational relevance.

Perhaps most importantly, the workshops fostered relationships and mutual understanding. Researchers gained insight into municipal workflows and constraints, while practitioners developed a clearer understanding of both the possibilities and limitations of urban climate observations. Co-production thus became more than a consultation exercise; it evolved into a process of joint learning.

Building the measurement backbone

To provide the spatial detail required for neighborhood-scale climate services, D2R established an extensive biometeorological monitoring network across the City of Dortmund (Figure 3).

The network comprises 80 stations, including multiple different sensors per location distributed across different urban settings. Unlike conventional meteorological observations or regional weather stations that are often located at airports, these measurements capture climatic conditions where people actually live and move through the city.

The stations record hourly variables relevant to thermal comfort and heat exposure, such as air temperature, wind speed or radiation, allowing the

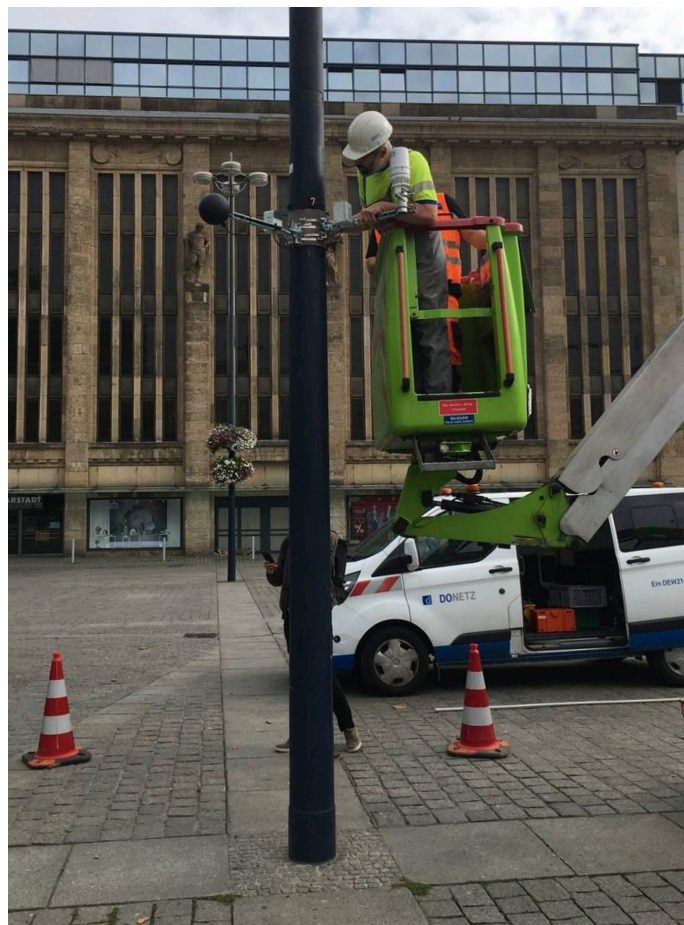


Figure 3. Technical service provider DONETZ mounting a D2R climate station at the Hansaplatz in Dortmund. Photo C. Hüser 10/2024

derivation of indicators such as the Universal Thermal Climate Index (UTCI). By measuring across diverse urban environments, including densely built neighborhoods, green spaces, residential areas, and commercial districts, the network provides near-real time insights on intra-urban variability in Dortmund.

This spatial diversity proves particularly valuable during heat events. While city-wide temperatures may suggest uniform conditions, the observations demonstrate that some neighborhoods consistently experience substantially higher thermal stress than others. The measurement network provides more than additional data points. It establishes the observational foundation upon which the D2R urban climate dashboard could be built.

The D2R urban climate dashboard

The D2R [dashboard](#) provides users with real-time insights into thermal conditions across the city of Dortmund (Figure 4). Current observations from the measurement network can be explored spatially, enabling users to compare neighborhood conditions and identify areas experiencing elevated heat stress (1).

The dashboard's value for real-time heat-event management was demonstrated during the late-June 2026 heat wave in Central Europe, which peaked in Dortmund on 27 June. Figure 5 illustrates how the D2R station network captured both the temporal evolution and the spatial variability of this event. Panel 4a shows the development of the heat wave over the course of the week at several network stations, revealing pronounced intra-urban differences, especially during the night. Panel 4b highlights the spatial pattern of air-temperature differences at 3 AM on 27 June, including a marked contrast between the inner city (Main Station: 31.0 °C) and the Emscher River area (Bolmke: 23.3 °C). Panel 4c shows the UTCI situation at 4 PM on 27 June, when ten stations reached extreme heat stress conditions with UTCI values above 46 °C. Panel 4d documents the situation two hours later, after a convective thunderstorm had cooled the eastern part of the city while high temperatures persisted in the west.

Additionally, the 'heat atlas' provides a city-wide nowcasting of UTCI, realized with the SOLWEIG radiation model and local observations as forcing, to support the assessment of thermal load across the city (Figure 6). Thermal comfort indicators are translated into different intuitive visualizations that can support communication beyond scientific audiences.

The iterative development process resulted in a platform that balanced scientific robustness with accessibility. Municipal practitioners identified potential applications ranging from situational awareness during heat events to communication and awareness-raising activities. At the same time, the dashboard also offers citizens an opportunity to better understand climatic conditions within their city.

Opening access through APIs

While graphical interfaces are important, not all users interact with climate information through dashboards. Many organizations increasingly rely on digital infrastructures that require automated access to data.

Recognizing this need, D2R also developed public application programming interfaces (APIs) that provide machine-readable access to observations and associated information (2). These interfaces enable external applications and services to retrieve data directly, facilitating integration into existing workflows and supporting future innovation. Researchers, developers, and municipal IT systems can build upon the observational infrastructure without duplicating efforts.

Providing structured access to data also contributes to the longevity of climate services. Rather than existing as isolated products, the climate observations become part of a broader ecosystem in which information can be reused, adapted, and combined with other datasets.

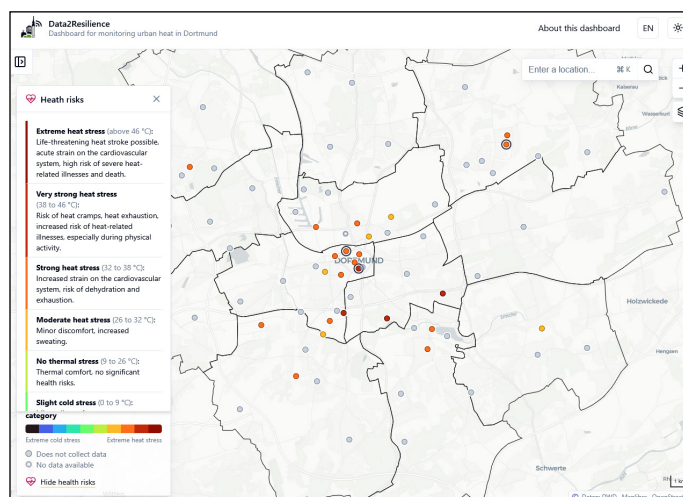


Figure 4. Real-time thermal comfort conditions across Dortmund displayed in the Data2Resilience dashboard using UTCI observations from the biometeorological station network. Screenshot from dashboard.data2resilience.de, 22 June 2026, 2PM.

Transparency through metadata and Strong Validation Activities

Climate services depend not only on data availability but also on trust. Users frequently ask practical questions: Where exactly was a station installed? What type of environment surrounds it? How were measurements collected? How reliable are these observations?

To address these concerns, D2R invested considerable effort in making station metadata openly accessible. A dedicated metadata viewer was developed that combines station descriptions, photographs, 360-degree imagery, and downloadable information about individual measurement sites. Users can explore the local context of each station and better understand the environmental conditions influencing observations (3).

Complementing this viewer, station metadata catalogues and documentation were published through long-term repositories (4). These resources enhance transparency, facilitate reproducibility, and lower barriers for data reuse.

In doing so, the project demonstrated that metadata should not be treated as an afterthought. Instead, transparent documentation forms an integral component of trustworthy climate services.

Extensive validation activities were also carried out using data from an independent temporary monitoring network, which was deployed to assess the performance of both the biometeorological network and the nowcasting service. In addition, dedicated bike-based measurement campaigns were conducted to evaluate the spatial representativeness of both the observed and the generated data. The results of these validation efforts will be presented in future scientific publications.

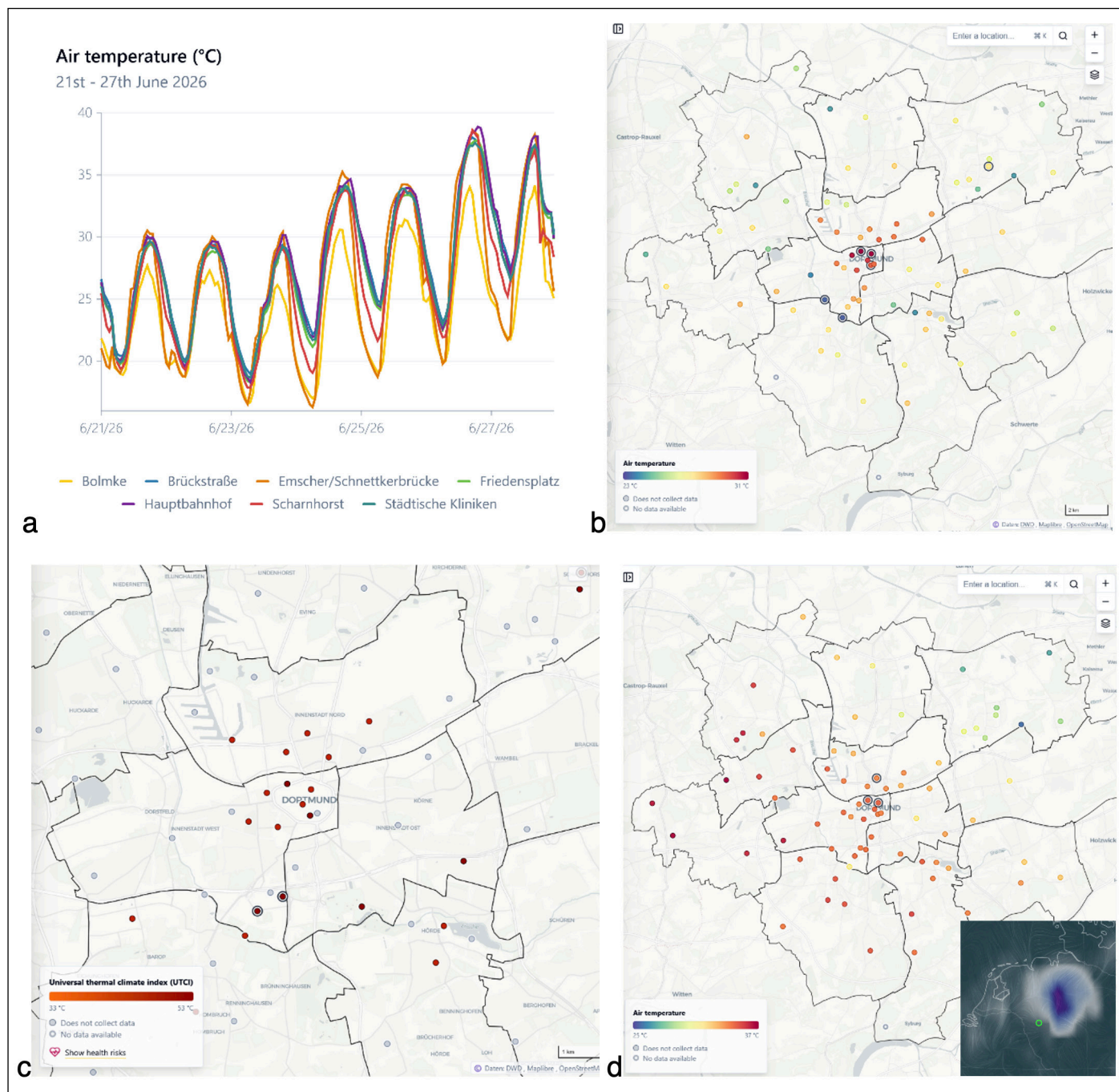


Figure 5. Observations of the heat wave in late June 2026 in Dortmund, Germany. a) evolution and buildup over the course of the week for selected stations; b) intra-urban differences in air temperature on 27 June, 3 AM CEST; c) UTCI, revealing very strong and extreme heat stress throughout the city on 27 June 4 PM; d) strong Northeast to Southwest gradient in air temperature after differential cooling through convective thunderstorm on 27 June 6 PM. Inlay in lower right corner shows respective 3 h precipitation sums from GFS / NCEP/earth.nullschool.net with the green circle indicating the position of Dortmund's city center.

A climate service ecosystem

Viewed individually, the dashboard, APIs, metadata viewer, and measurement network represent valuable project outputs. Their full value, however, emerges through their interaction.

Stakeholders and scientists informed the design of the observational network. The resulting measurements fed

into visualization and analytical products. APIs enabled automated access and interoperability, while metadata services ensured transparency and accountability. Together, these elements created a climate service ecosystem that transformed observations into actionable information.

The resulting services support a wide range of

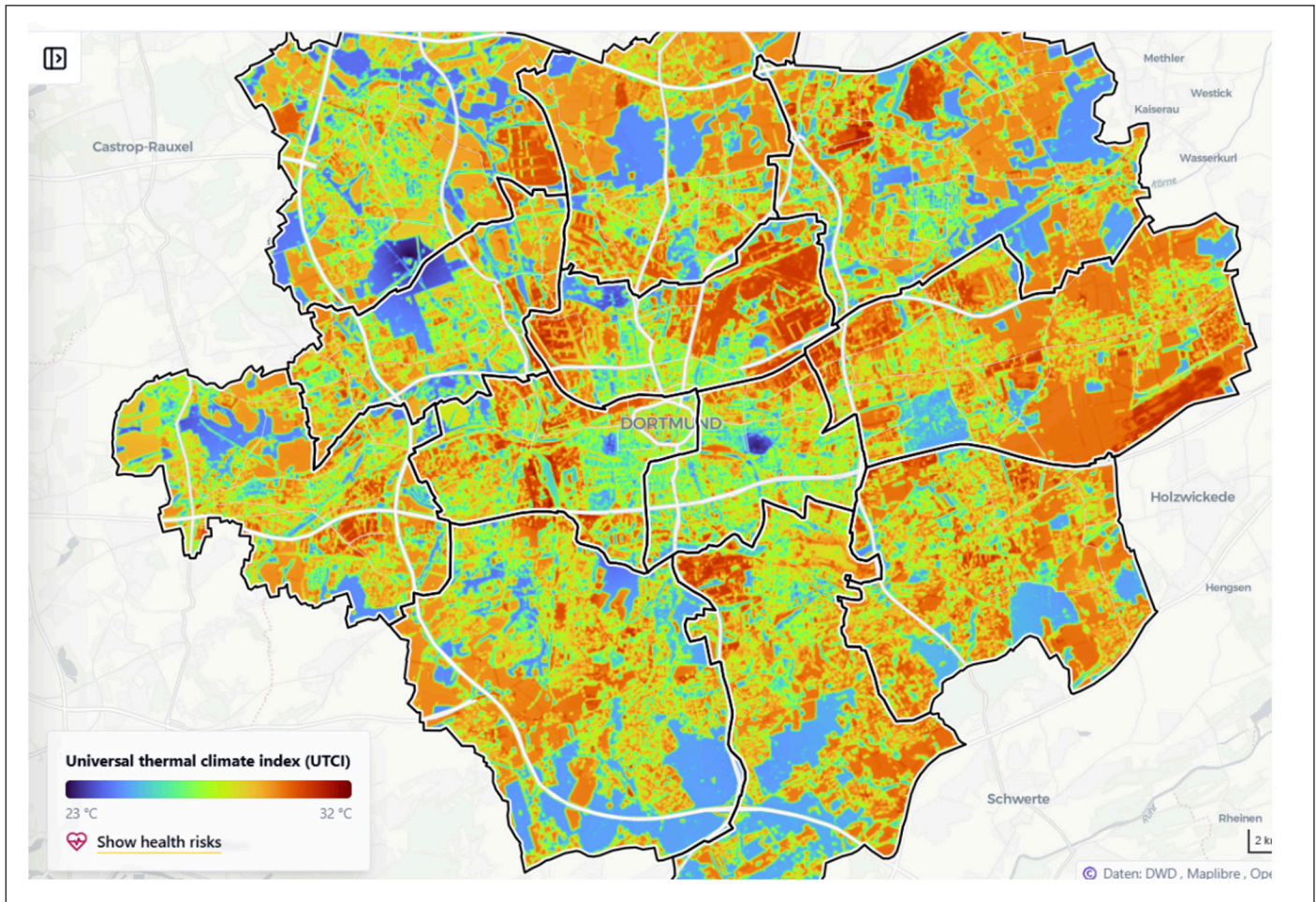


Figure 6. The Data2Resilience heat atlas complements real-time information by providing spatially continuous urban heat patterns and cool spots throughout Dortmund. Screenshot from dashboard.data2resilience.de, 22 June 2026

applications. Municipal departments can monitor neighborhood conditions during extreme heat events and identify areas requiring attention. Communication teams can raise awareness among residents using accessible visualizations. Researchers can access and analyse data through open interfaces. Citizens can explore climatic conditions and identify cooler environments within the city.

Beyond real-time monitoring and communication, the Data2Resilience infrastructure also enabled the development of applied planning services. Using the project's spatial datasets, such as data from the Google Environmental Insights Explorer (5), a city-wide tree planting potential assessment was developed to identify locations where additional urban trees could provide the greatest adaptation benefits (6). Complementing this work, a recreational space and accessibility assessment examined the distribution and accessibility of green and cooler environments across Dortmund, helping to identify areas where residents may have limited access to climate-relevant ecosystem services. Together, these

applications demonstrate how climate data can be translated into actionable planning support, extending the value of urban climate services beyond observation and awareness towards long-term adaptation and investment decisions.

Lessons learned

Several lessons emerged from the D2R experience that may prove relevant for other cities and urban climate initiatives. Building meaningful relationships requires sustained engagement, as stakeholders need opportunities to articulate needs, provide feedback, and observe how their contributions influence outcomes. While this process may initially appear resource-intensive, it often prevents the development of products that fail to address actual user requirements. Likewise, technological possibilities should not dictate service design. Identifying concrete questions and decisions that users face provides a stronger foundation for development. In Dortmund, discussions about communication needs, operational contexts, and

practical applications helped shape both the dashboard and the broader service portfolio.

Questions regarding responsibilities for hosting, maintenance, quality assurance, and long-term operation should also be addressed early. Establishing observational infrastructures is only the first step; ensuring their sustainability requires institutional commitment and clearly defined workflows. Open documentation and accessible metadata strengthen confidence in climate services, as users are more likely to engage with information when they understand how it was generated and can assess its suitability for their purposes. Finally, many climate service initiatives struggle once dedicated funding ends. Designing modular services, enabling interoperability through APIs, and embedding products within existing institutional structures can improve prospects for long-term operation and future expansion.

Another important lesson was that stakeholders often derive the greatest value from climate services when observational data are combined with planning-relevant analyses. While real-time information supports situational awareness during heat events, applications, such as the potential tree location map or the green space accessibility visualizations help translate climate information into longer-term adaptation strategies. Developing such use cases in close collaboration with municipal stakeholders increased both the relevance and practical applicability of the resulting services.

Looking ahead

D2R demonstrated how neighborhood-scale measurements, interactive stakeholder engagement,

transparent data practices, and open infrastructures can be combined to support urban heat resilience. Although every city operates within its own institutional and climatic context, the underlying principles are widely transferable. As cities continue to adapt to a warming climate, successful urban climate services will depend not only on technological innovation but also on collaboration, trust, and a willingness to design solutions with users rather than for them. By moving from sensors to services, urban climate projects can help transform data into decisions and observations into resilience.

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UCanWBGT: calculating heat stress in urban areas using weather model data

Heat in urban areas

Heatwaves present an increasing hazard to human health, likely to become more severe in a warmer future climate. In urban areas, the nature of the built environment can act to exacerbate the heat impacts via urban heat island effects. There is therefore a need for outdoor heat stress diagnostics that can be calculated interactively during operational weather forecasts, which must be computationally simple and use standard meteorological fields.

Heat stress is a function of temperature, humidity, wind speed and incoming radiation (both shortwave and longwave), which can be combined into standard heat stress indices. For the purposes of this work, we use wet-bulb globe temperature (WBGT). To determine the radiant component of WBGT, we need to be able to calculate the incoming radiation on to a black globe. Above a flat surface, the incoming radiation is simply an evenly weighted average of downward radiation from the sky and upward radiation reflected or emitted from the ground (Di Napoli et al, 2020). In an urban area, however, the impacts of building walls on the radiation field must be included.

UCanWBGT approach

The UCanWBGT method calculates the amount of radiation falling on a black globe in an infinitely long urban street canyon. In contrast to methods that treat the radiation calculation as a simple combination of downward radiation from the sky and upward radiation from the ground, UCanWBGT includes extra terms to account for radiative transfer between the walls, the road and the sky. The model of a small black globe in an infinitely long canyon allows the radiative transfer to be expressed as a set of analytical equations, hence removing the need for numerical iteration. The transfer equations allow up to two reflections of radiation in the canyon; this is sufficient to capture the leading effects on the radiation within the canyon while maintaining computational efficiency.

The incoming radiation is then combined with standard meteorological fields within the canyon to determine heat stress as WBGT using the standard set of empirical equations (Parsons, 2006). The entire calculation relies on downward radiative fluxes (shortwave direct and diffuse, and longwave) and standard meteorological fields (air and surface temperature, wind, humidity,

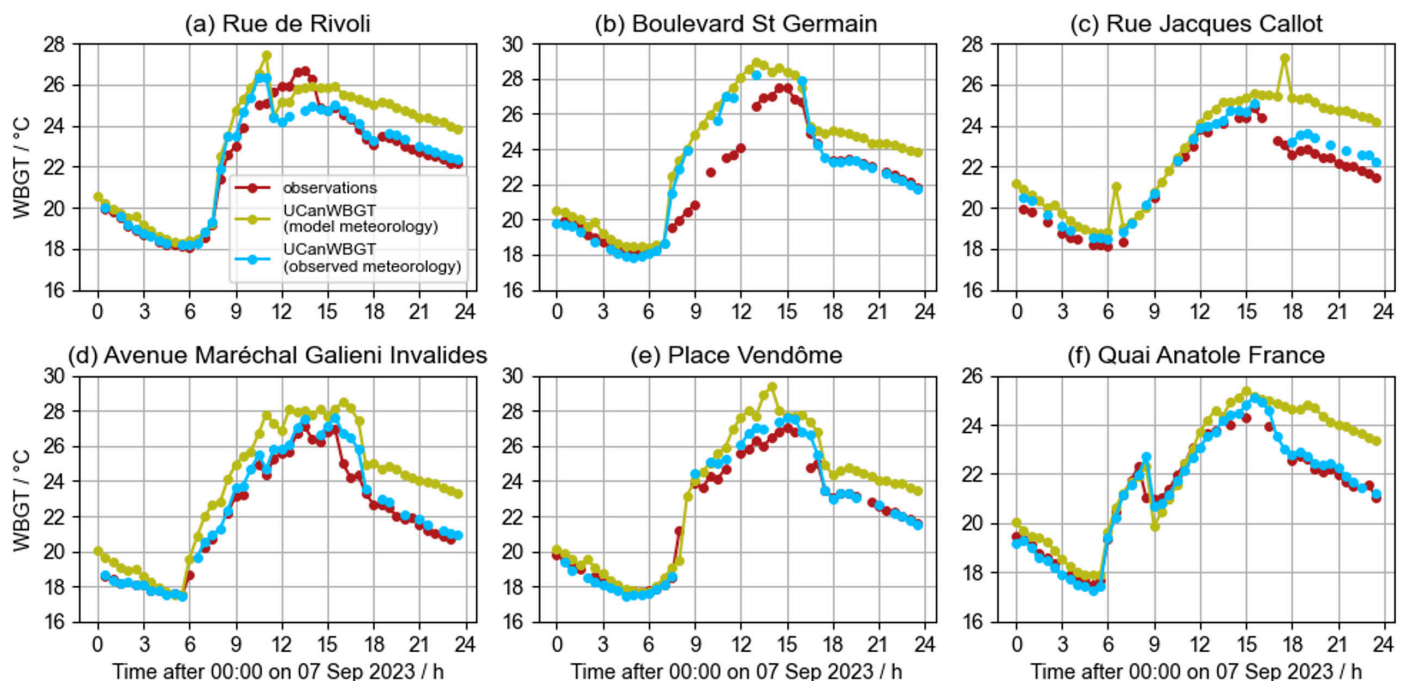


Figure 1. Time series of WBGT from six Paris sites, comparing values derived from observations and calculations from UCanWBGT using the high-resolution model data. Two sets of UCanWBGT calculations are presented: one uses meteorological fields (temperature, humidity, and wind speed) from the model data; the other uses meteorological fields from the Paris observations. Both sets use radiation fields from model data and best estimates of canyon geometry and black globe location.

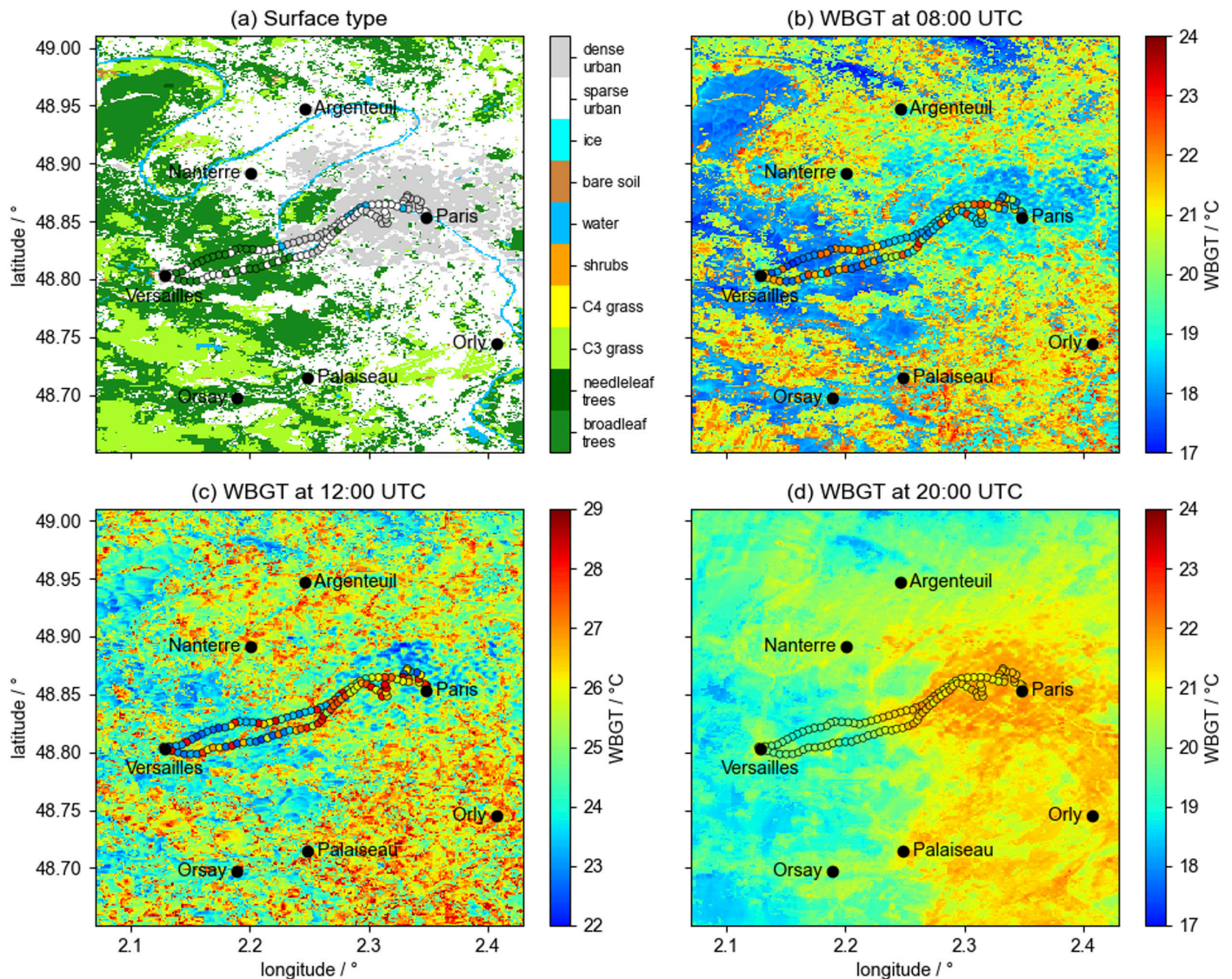


Figure 2. Maps of (a) dominant land-surface type for the Paris area, and maps of WBGT derived from model data on 10 August 2024 (b) in the morning (08:00 UTC), (c) near solar noon (12:00 UTC), and (d) in the evening after sunset (20:00 UTC). Calculated values along the marathon route are indicated on all subplots (circles).

pressure), all of which are typically routinely calculated during a forecast. The method also requires information about the surface (for example, canyon geometry and surface albedo and emissivity), which can be extracted from model input fields.

Evaluation in Paris

UCanWBGT was evaluated using observations made in street canyons in Paris as part of the PANAME field project. Sites were set up around the city with black-globe thermometers alongside standard meteorological sensors (including measurements of temperature, humidity and wind speed) allowing for WBGT calculations to be made on a street level. For our comparison, we chose data from six sites with a range of different geometries. We selected a heatwave day (07 September 2023) and ran a high-resolution weather

forecast (Met Office Unified Model) at 100 m spanning that day. At each site, we extracted the model output data from the nearest gridpoint and calculated WBGT over the course of the day, using real-world estimates of the geometry and alignment of the canyons.

The model was able to capture the important features of the daily cycle of WBGT, with rising values through the morning that peak in the early afternoon before falling through the evening. It also captured the magnitude of the step changes in WBGT associated with the globe being either shaded or illuminated by the sun. Errors in the timing of changes between shaded and illuminated periods could be explained by differences in real-world Paris streets and idealised canyons, with shading from trees and illumination through side streets affecting the observed WBGT values. Errors in meteorological fields also affect the ability of UCanWBGT to represent

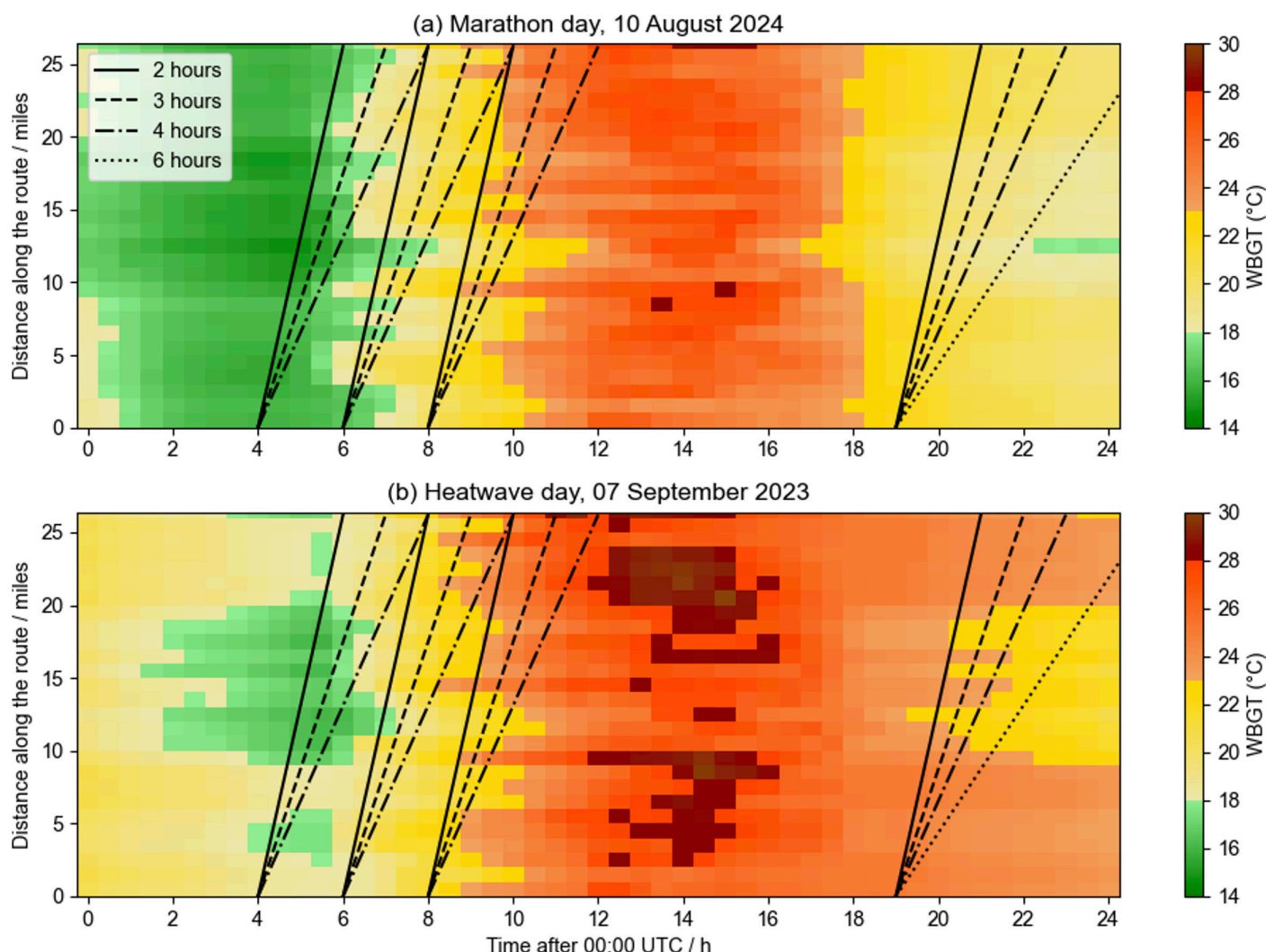


Figure 3. WBGT along the route during the day. Estimates of WBGT have been averaged into mile-long sections and plotted for each half hour of the day. The colour bar is stepped to indicate the WBGT thresholds (green: low risk; yellow: moderate risk; orange: high risk; red: very high risk). Lines across the chart indicate the trajectory that would be taken by a runner completing the marathon over different race times, assuming running at a constant speed (see legend).

observed WBGT — recalculating the WBGT using observed temperature, wind and humidity rather than model values reduces the WBGT errors notably (Figure 1).

Sensitivity experiments demonstrated the effects of geometry on WBGT, with taller buildings resulting in longer periods of shading and shorter buildings resulting in shorter periods. Removing the buildings entirely (therefore performing a flat surface calculation) eliminates all shading and demonstrates the need to include the effects of buildings: from a calculation of WBGT over Paris, building sides were shown to reduce daytime WBGT by about 4.5 °C via shading effects and enhance it by about 1.5 °C at night, associated with urban heat island effects keeping air temperatures higher. Surface albedo and emissivity were also found to influence the WBGT, with higher values associated with surfaces of both higher albedo and higher emissivity.

Paris 2024 Olympic Marathon

We also demonstrate a practical application of UCanWBGT by performing WBGT calculations for the weekend of the marathon events at the 2024 Paris Olympic Games. An advantage of using WBGT in our method rather than any of the multitude of other heat indices available is that it has been well-studied and safety thresholds have been determined for various activities. We use a set of thresholds published by the American College of Sports Medicine for long-distance running (Armstrong et al, 1996). We performed another run of the high-resolution weather model, this time for 10 August 2024. The men's marathon occurred during the morning of this day and, in the evening, there was the "Marathon Pour Tous", an event allowing non-athletes to run the same marathon course.

We divided the marathon course into 100 m sections

and, for each, performed WBGT calculations based on the physical alignment of that section and the geometry determined from the nearest gridpoint in the land surface data used by the model. Urban sections of the route are treated as infinitely long canyons; forest road sections are also assumed to be canyons with wall albedos modified to reflect typical values for trees. All other surfaces are modelled as flat.

WBGT calculations made over the whole Paris area again demonstrate the ability of UCanWBGT to capture the shading effects of canyons (Figure 2): at 08:00 UTC (low sun), WBGT is several degrees lower in urban and forest locations where canyon geometries are applied; this effect is less pronounced at 12:00 UTC when the sun is higher. Overnight, the impacts of the urban heat island on WBGT can be seen.

Using the safety thresholds, we demonstrate how advice could be provided to event organisers by ruling that the event cannot be run for “high-risk” WBGT heat stress (values over 23 °C). Figure 3 presents heat stress along the route, averaged into one-mile sections and 30-minute time periods. The trajectories across the figure indicate the position and timing of runners completing the marathon at constant speeds. Starting the men’s marathon at 06:00 UTC means that all runners that complete the course between two and three hours are not exposed to high-risk heat stress conditions. Similarly, starting the Marathon Pour Tous at 19:00

UTC, runners are never exposed to high-risk conditions throughout the event. Calculations of WBGT along the marathon route using meteorological data from the heatwave case study (07 September 2023) suggest that, if the marathon had been run on such a hotter day, an earlier start for the morning marathon would have been needed for safety purposes, and the evening marathon would have needed to be deferred to much later (at least the early hours of the following morning).

This work has been published as a paper in *Quarterly Journal of the Royal Meteorological Society* (see below for full reference). We have also made the UCanWBGT code publicly available in a Github repository to allow readers to recreate the figures from the paper and use and adapt UCanWBGT for their own purposes: <https://github.com/MetOffice/UCanWBGT>.

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Eighteen years of *Urban Climate News*

Some reflections on the state of our global community



David Pearlmutter
Editor

Eighteen for life

In the ancient system of Hebrew numerology known as *gematria*, the number 18 (chai) symbolizes “life” – and by extension, a life of good health and good fortune. This applies to the life of an individual, and also to the life of a community, and indeed a world, in constant need of maintenance and repair.

Our community was still in its youth when Gerald Mills published the first *IAUC Newsletter* in 2003, and in 2008 I inherited the duties of editing the the *Urban Climate News* in its new quarterly online format. In the eighteen years since then, both the scientific study and the lived reality of urban climate have undergone transformative changes – and many of these changes are reflected in the content of the newsletter over the course of these years. In that spirit, I would like to look back at where we’ve been, and offer some reflections on where we might be headed.

Building from the ground up

One of the most common measures of progress in an academic field is the volume of published research in peer-reviewed journals, and its rate of change over time. In 2008 just 250 articles per year were recorded in the Bibliography Committee’s database, and even this was a five-fold increase over the number in 1996 ([UCN50](#), p15). Significantly larger numbers were found by Kevin Gallo in a search of the Scopus database using the keywords “urban and climate” – but the impressive year-over-year increase was similar ([UCN28](#), p4).

Figure 1 illustrates the exponential rise in research publications compiled by BibCom over the ensuing years, within the domain of urban climate and its various sub-fields such as biometeorology, public health, atmospheric science and urban air quality. The annual total has now surpassed 3,500 articles in a single year, and the trajectory of this trend is pointed squarely toward the stratosphere. This meteoric growth reflects not only the urgency of urban climate-related issues and the rising level of interest among researchers, but also the continuous dedication of the committee itself, which has expanded from eight members in 2008 to 18 active members today.

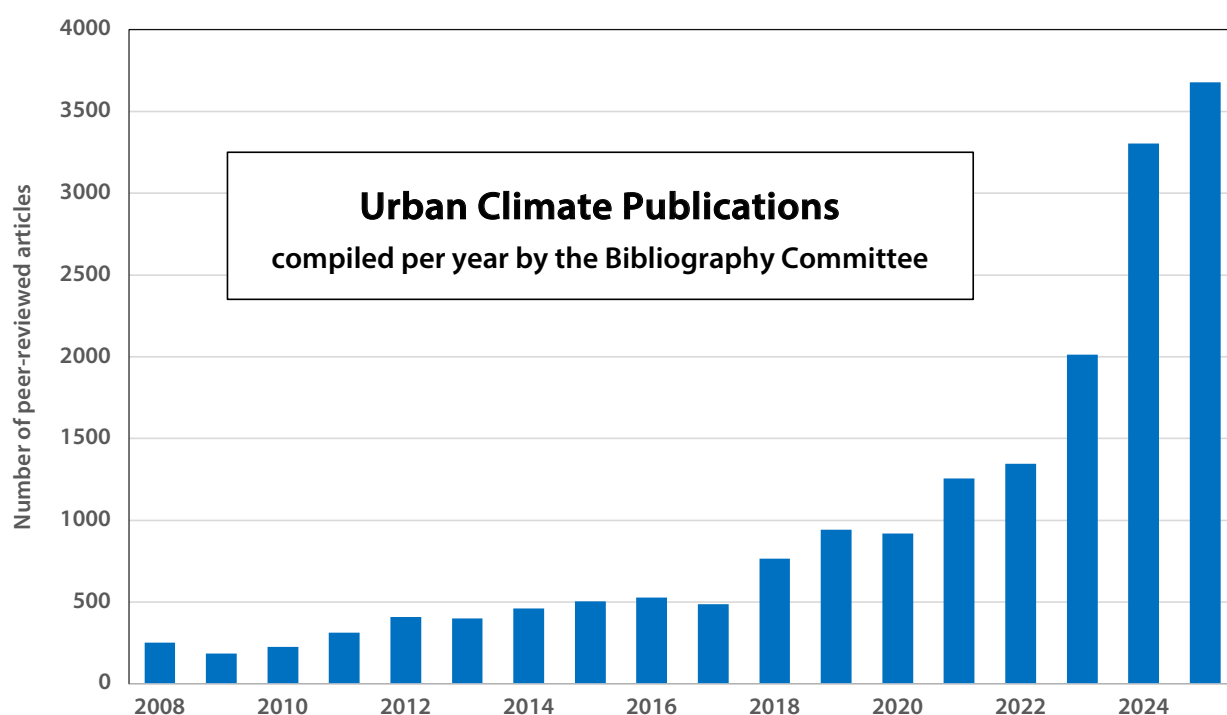


Figure 1. Scientific papers published in academic journals each year on urban climate-related topics, as catalogued by the IAUC Bibliography Committee and published quarterly in the *Urban Climate News*.

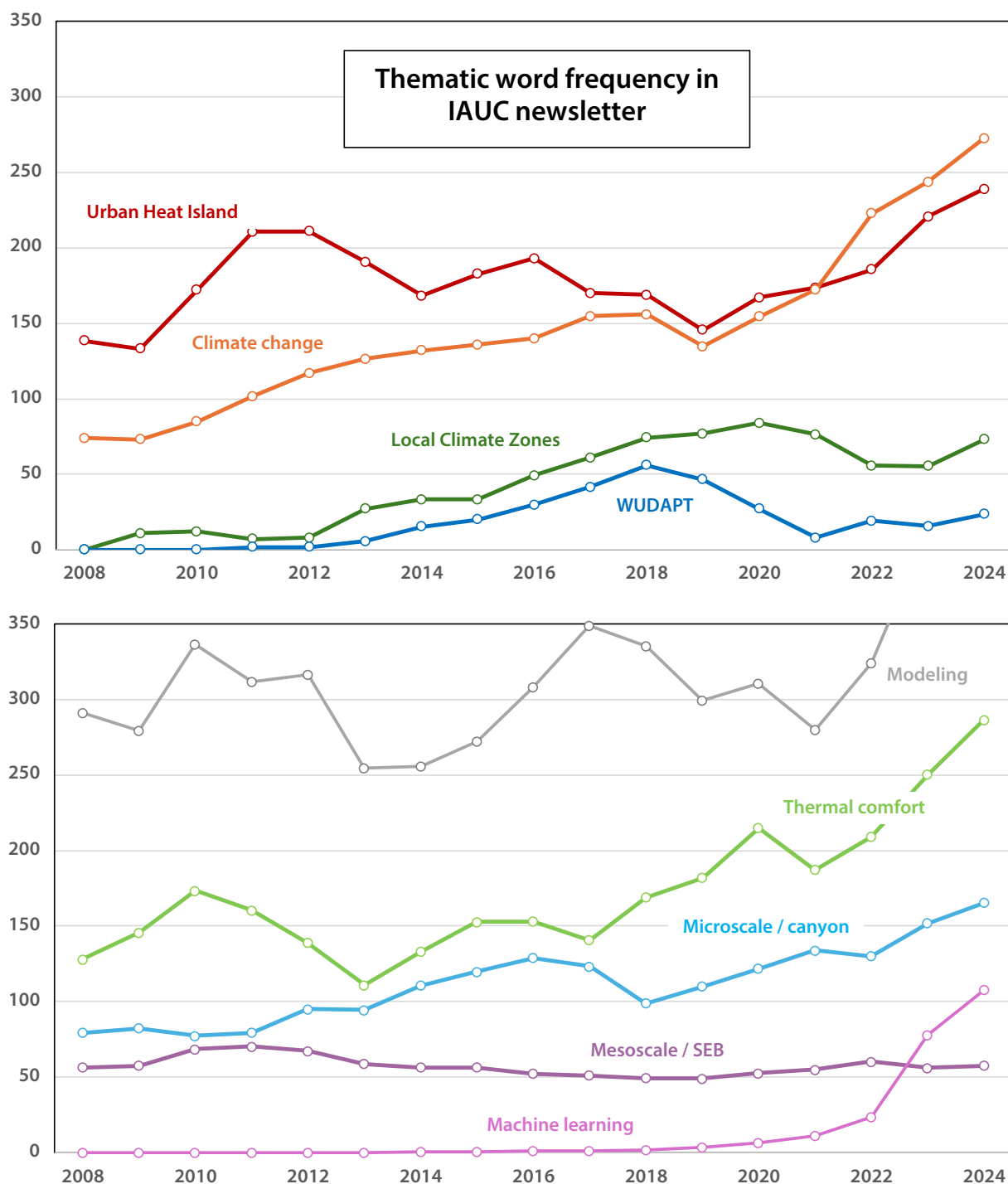


Figure 2. The frequency of appearance for selected terms in the overall text of the newsletter, by year.

One of the significant milestones in this avalanche of publications was the launch in 2012 of *Urban Climate*, the first refereed journal dedicated explicitly to the scientific topics under the umbrella of the IAUC. Under the leadership of founding editor Alexander Baklanov and other IAUC members, and with the global reach of Elsevier, this journal has provided an additional venue for urban climatologists to publish their work and amplify their voice withing the academic world.

The hottest topics

Beyond this transformative growth in the sheer volume of urban climate research, a closer look at the newsletter's content points to some telling transformations as well. For a deep dive into the content of issues published between 2008 and the onset of COVID-19, a report in [UCN74](#) (p27) provides links to a series of 18-month reviews (that number again!) that give more detail on the subject matter covered in these earlier newsletters.

To track these shifts in content, the full Urban Climate News database was analyzed in terms of the frequency of selected keywords representing significant topics of interest over time (Fig. 2). The following discussion, while far from authoritative, gives us a glimpse into these trends in the shift of focus among contributors to the newsletter.

From the outset, urban heat has been a central theme in the newsletter's coverage of news items in the media, featured articles and community projects, academic conferences and published scientific papers. Phenomena and processes attributed to the Urban Heat Island (UHI) effect have been the focus of considerable attention since well before 2008, and still are today. In fact a special series of Feature articles focused on methods to quantify the influence of UHI-induced urban bias in the estimation of average global temperature trends (UCN32, p22).

This focus on urban heat has expanded and shifted, however, in several different ways. Heat island effects and their causes are numerous, ranging from radiation-trapping and impaired ventilation in constricted street canyons to long-term storage and reemission of heat by massive and impervious urban materials like concrete and asphalt. But these causes are essentially local, in the sense that surplus heat is either generated anthropogenically within the city or amplified and modulated by the attributes of the city's urban fabric. It has become more and more evident, though, that the experience of localized urban heat is augmented by larger-scale warming trends caused by rising greenhouse gas concentrations in the earth's atmosphere. Therefore global climate change has surged as a topic of concern in the urban climate community, with the frequency of mentions increasing year after year and recently surpassing the UHI itself (Fig. 2, top). This is not just because heat waves, fires, floods and other extreme events that are exacerbated by climate change pose inordinate threats to urban populations, but because carbon emissions overwhelmingly originate in urban areas and urbanized terrain has an outsized influence on changing regional weather and climate.

Another shift in perception was catalyzed by IAUC founding father Tim Oke, whose many years of UHI research led to the realization that many of the attempts to quantify heat island intensity were missing the mark. Conceptualized for many years as the difference in temperature between the urban core and its rural surroundings, the magnitude of the

UHI came to be seen as a measure that cannot necessarily be measured. Among the reasons for this conundrum is the difficulty in identifying field sites that are generically representative of the city, on the one hand, and on the other hand rural reference sites that are representative of the city's location in the hypothetical case of the city's

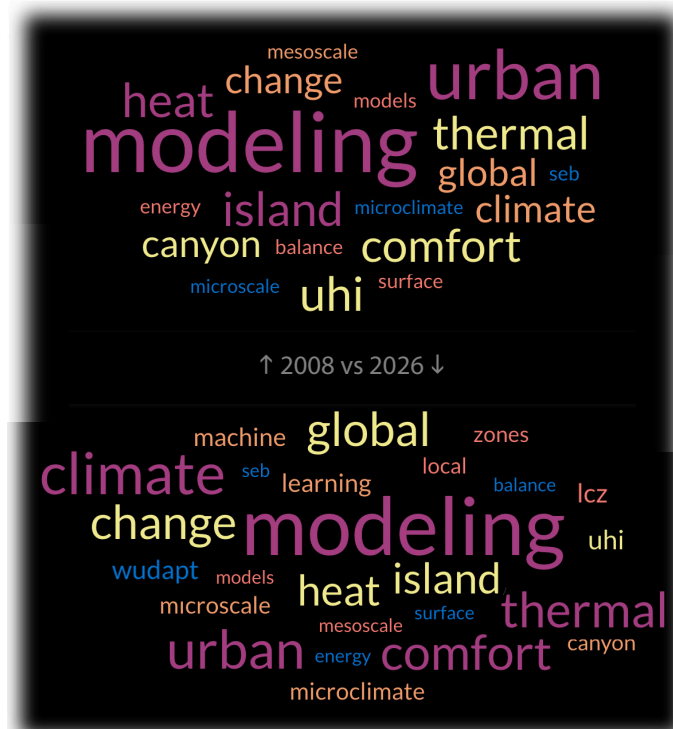
non-existence. In December of 2009, Iain Stewart laid out the Local Climate Zones (LCZ) framework that he and Prof. Oke had developed as a way to characterize field sites not by a binary urban-rural differentiation, but by the properties of their actual surface coverage and built morphology (UCN34, p8). The LCZ approach was adopted by heat island researchers in cities around the world, leading to a steady rise in interest over the ensuing years.

In September of 2012, Jason Ching introduced WUDAPT: A conceptual framework for an international community urban morphology database to support meso-urban and climate models (UCN45, p6). The "Worldwide Urban Database and Access Portal Tools" platform emerged as a true community effort, engaging IAUC members in the development and deployment of digital tools for mapping cities in all regions of the globe for the purpose of better modeling and understanding urban climate. Along the way, the WUDAPT initiative integrated the LCZ framework for characterizing urban site properties, and the frequency of mentions subsequently rose in parallel for both topics (Fig. 2, top).

The latest model

Mathematical (and in some cases physical) modelling of the complex dynamics of the urban climate – albeit at very different scales and with very different objectives – has been a central pursuit throughout the years of the IAUC's existence. This can be seen in a general search for the term 'modelling' (model, models, modeling, etc.), with a fluctuation but consistently high number of mentions over the period shown in Fig. 2 (bottom). In the last few years this number has quite literally gone "off the chart" as the use of machine learning and advanced AI tools has proliferated.

Many of the models discussed are conceived at the 'mesoscale' level, representing the three-dimensional urban terrain as single- or multi-layer urban canopies with geometric and material properties that are characteristic of the city and which modulate the exchange of energy (as well



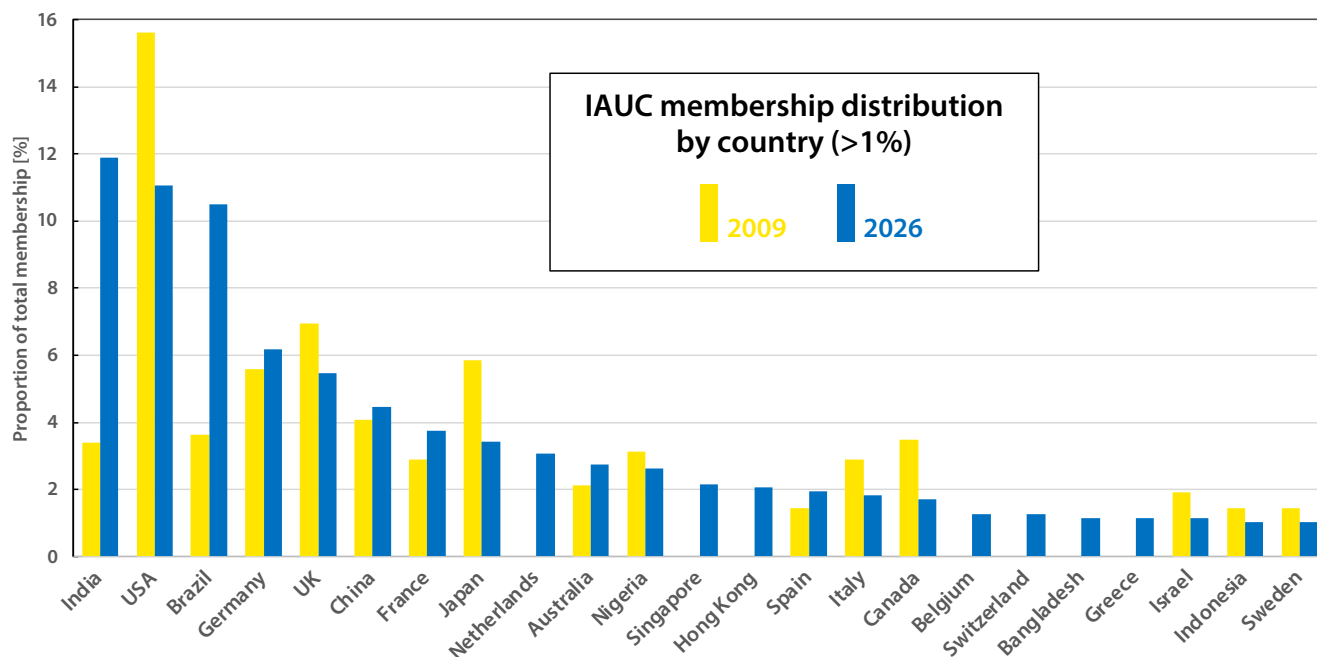


Figure 3. Proportional distribution of IAUC membership in 2009 and 2026 for countries with a current share of >1%.

as mass and momentum) between the surface and the atmosphere. In the very first issue of Urban Climate News in March 2008, Sue Grimmond and colleagues introduced the urban surface energy balance (SEB) model intercomparison project ([UCN27](#), p17), in which 32 urban land surface schemes were eventually evaluated – and in which the IAUC community played a decisive role. Over the following years, new models emerged, existing models increased in capability, and a new generation of researchers began using them. This was the motivation for the Urban-PLUMBER model evaluation presented by Mathew Lipson and colleagues in 2024 ([UCN91](#), p11), in which 45 scientists employed 30 land surface models to evaluate surface energy and momentum flux predictions at the same suburban site in Melbourne that was studied in the original comparison by Grimmond et al. Mat was also instrumental (no pun intended) in a community-wide project in which 28 scientists collaborated to provide measured data from instruments on 20 urban flux towers in a quality-controlled, harmonized and gap-filled collection ([UCN86](#), p9).

Modeling and measurement studies have also focused on the micro-scale, or street canyon-level conditions which directly affect human thermal comfort. Mentions of micro-climate, urban canyon models, and thermal effects of heat on urban inhabitants (e.g. thermal comfort, stress, sensation/ perception, biophysical and subjective indices, etc.) climbed steadily in number over the period. In 2008, pedestrian heat stress was already a concern in places as seemingly unlikely as Sweden ([UCN29](#), p11), and over the years it has only become more severe, raising concerns about health, vulnerability and social equity. At the the most recent International Conference on Urban Climate (ICUC12 in Rotterdam), we even had an entire session devoted exclusively to the issue of urban shade ([UCN94](#), p22).

The Internationalization of the Association

In each issue of UCN you can see what's In the News regarding urban climate around the world. It is quite apparent that challenges like urban heat stress and air pollution are impacting people in every country on every continent – and in the absence of sufficient international policy, the burden of facing these challenges increasingly falls on municipal leaders and local climate activists. Urban climate researchers and professionals are indispensable in this struggle, and the evolution of IAUC's membership reflects the globalization of the field.

In Fig. 3 we can see the proportion of members from different countries (those with at least 1% of the overall membership) today, compared with the membership distribution that was reported nearly eighteen years ago ([UCN34](#), p40). A clear shift can be seen in the composition of IAUC's members – with relative declines in the percentage of members from most English-speaking countries (e.g. USA, UK, Canada) and Japan, and significant increases in the percentage of members from India, Brazil, much of Europe, and (to a lesser extent) China.

Many of these members have contributed their time and energy to the Urban Climate News. Whether compiling news items from the international media, soliciting and producing articles and reports, or putting together longer and longer lists of bibliographic publications, these people have each made their singular mark on an ongoing community project. To get an idea of the extent to which newsletter contributors cross the boundaries of age, gender, language or national origin, see the current membership of the Bibliography Committee on [page 30](#). While too numerous to thank (for now) by name, all of those who have shared in the effort over the last eighteen years have my sincere gratitude.

Recent Urban Climate Publications

November 2025 - February 2026

Abdelghany M, Shafiqurrahman A, Al-Durra A, Mohamed M, Hu J, Vaccaro A, Gao F, El Moursi M (2026) Hydrogen energy systems for decarbonizing smart cities and industrial applications: A review. *Renewable and Sustainable Energy Reviews* **226** 116370.

Abdelkhalek M, Bayezit I, Tatar A (2025) Optimizing the electric multirotor aerial vehicle performance through inertia-preserved velocity and SOE estimation. *Applied Energy* **401** 126569.

Abdillah S, You S-J, Wang J, Wang Y-F (2026) Anthropogenic black carbon as short-lived climate pollutants: Critical advancements in global-regional monitoring, characterization, emission inventory, and impact analysis. *Renewable and Sustainable Energy Reviews* **226** 116284.

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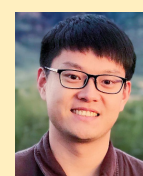
In this edition, we present a list of publications in the field of urban climate mainly published between **November 2025 and May 2026**. Featured papers, denoted by an asterisk (*), are recommended by members of the Bibliography Committee. If you believe your articles are missing from this compilation, please send the references to my email address below with the subject line "IAUC publications" and the following format: Author, Title, Journal, Year, Volume, Issue, Pages, Dates, Keywords, DOI, and Abstract.

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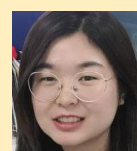
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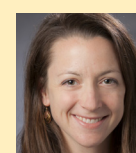
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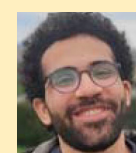
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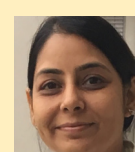
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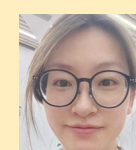
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Upcoming Events...

URBAN WEATHER AND CLIMATE SESSION at ASIA OCEANIA GEOSCIENCES SOCIETY (AOGS) 2026

Fukuoka, Japan • August 2-7, 2026

<https://www.asiaoceania.org/AOGS2026>

ICOS SCIENCE CONFERENCE 2026

Lund, Sweden and online • September 15-17, 2026

<https://www.icos-cp.eu/news-and-events/science-conference/icos2026sc>

ICLEI GREEN FINANCE TRAINING PROGRAM: The program supports cities and local practitioners in strengthening their capacity to access, structure, and manage green finance for climate action and sustainable infrastructure. It runs over approximately five weeks between October and November 2026, starting with the international launch event on 8 October in Malmö, Sweden. For more information, see: <https://carbonn.org/green-finance-training-program/>

7TH INTERNATIONAL CONFERENCE ON COUNTER-MEASURES TO URBAN HEAT ISLAND

Nanjing, China • September 22-25, 2026

<https://www.ic2uhi2026.com>

AMERICAN GEOPHYSICAL UNION (AGU) ANNUAL MEETING

San Francisco, USA • December 7-11, 2026

<https://www.agu.org/annual-meeting>

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(continued next page)

IAUC Community Member Chenghao Wang Receives AMS STAC Early Career Award

The IAUC is pleased to share that Dr. **Chenghao Wang** has been awarded the 2026 Outstanding Early Career Award in Urban Climate by the American Meteorological Society's Scientific and Technological Activities Commission, through the Board on the Built Environment.

Dr. Wang, currently an Assistant Professor at the University of Oklahoma, is recognized for his outstanding contributions to urban climate science, particularly in advancing modeling approaches, integrative systems thinking, and community leadership. Since completing his Ph.D. at Arizona State University in 2019, he has rapidly established himself as a leading voice in the field. His research has significantly improved the representation of urban processes in climate models, including the development



Among his many contributions, Chenghao Wang has served for the last six years as Chair of the IAUC's Bibliography Committee.

of advanced single-layer urban canopy models and leadership in international model intercomparison efforts such as Urban-PLUMBER. His work also bridges urban climate with energy systems, population dynamics, and air quality, offering actionable insights for climate adaptation and policy.

Beyond research, Dr. Wang has demonstrated exceptional leadership and service. He currently chairs the AMS Committee on Meteorological Aspects of Air Pollution, contributes to major international assessments, and actively supports the urban climate community through editorial work, peer review, and mentorship. Dr. Wang's achievements reflect both scientific excellence and a strong commitment to advancing the global urban climate community. IAUC warmly congratulates him on this well-deserved recognition.

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Proposals for the 13th International Conference on Urban Climate in 2028

The IAUC Board received several proposals to host the next **International Conference on Urban Climate (ICUC-13)** in 2028.

We are happy to announce that the Board has selected four fantastic potential hosts:

Gandhinagar (India)

Glasgow (Scotland)

Rio de Janeiro (Brazil)

Zhuhai (China)

The proposal summaries and videos can be found [HERE](#).

IAUC members have received a survey link to vote for the next ICUC location after reviewing the proposal summaries and videos. This survey closes on **August 31, 2026**, at 23:59h UTC-7 (Arizona time). Members can vote only once, using a personal link which will expire after voting.

IAUC Board Elections and new Executive Board

The IAUC warmly welcomes and congratulates our two new elected IAUC Board members, **Natasha Picone**, Universidad Nacional del Centro de la Provincia de Buenos Aires, Argentina, and **Andrea Zonato**, CIMA Research Foundation, Italy, who will join the board in August 2026.



Natasha Picone



Andrea Zonato

Natasha and Andrea will replace **Vincent Luo** and **Victoria Ramsey** whose terms on the board expire in 2026. We greatly thank Vincent and Victoria for their commitment and outstanding contributions to IAUC while serving on the Board.

The board elected members **Natalie Theeuwes** and **Dan Li**, whose regular terms also end in 2026, to continue to serve on the executive board as Treasurer and Secretary starting in September 2026. The new executive board will be complemented by **Andreas Christen** as new IAUC president.

IAUC Board Members & Terms

- **President:** Ariane Middel (Arizona State University, USA), 2022-2026
- **Secretary:** Benjamin Bechtel (Ruhr-University Bochum, Germany), 2022-2026
- **Treasurer:** Natalie Theeuwes (Royal Netherlands Meteorological Institute, the Netherlands), 2026-2030
- Andreas Christen (Albert-Ludwigs Universität Freiburg, Germany), 2022-2026
- Simone Kotthaus (Institut Pierre Simon Laplace, France), 2020-2024
- Dan Li (Boston University, USA), 2023-2026
- Zhiwen (Vincent) Luo (University of Reading, UK), 2022-2026
- David Pearlmutter (Ben-Gurion University, Israel), *Newsletter Editor*, 2008-*
- Victoria Ramsey (UK Met Office, UK), 2023-2026
- Nigel Tapper (Monash University, Australia), *Past President* 2022-2026*
- Gert-Jan Steeneveld (Wageningen University & Research), *ICUC12 Local Organisator*, 2024-2027
- Marjolein van Esch (Technical University Delft) *ICUC12 Local Organisator*, 2024-2027

* non-voting, ** non-voting appointed member

IAUC Committee Chairs

- **Editor, IAUC Newsletter:** David Pearlmutter
 - News Editor: Dragan Milosevic
 - Urban Projects Editor: Melissa Hart
 - Conferences Editor: Joe McFadden
- **Outreach and Engagement Committee:** Natalie Theeuwes and Simone Kotthaus
- **Bibliography Committee:** Chenghao Wang
- **Teaching Resources:** Gerald Mills
- **Awards Committee:** Zhiwen (Vincent) Luo

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The next edition of *Urban Climate News* will appear in late September. Contributions for the upcoming issue are welcome, and should be submitted by August 31, 2026 to the relevant editor.

Submissions should be concise and accessible to a wide audience. The articles in this Newsletter are unrefereed, and their appearance does not constitute formal publication; they should not be used or cited otherwise.

Bibliography: Chenghao Wang and BibCom members
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