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Next stage of Phoenix cool pavement programme underway

News 21 Oct 2021 by SmartCitiesWorld news team

This next round of the programme and study will analyse two new asphalt coatings that have higher reflective values than the material applied to select citywide sites last year.

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Asphalt collects and retains heat during the day and releases it at night

The City of Phoenix, Arizona, has announced the next phase and demonstration of its Cool Pavement programme which began last year.

The City's Street Transportation Department launched the pilot programme in partnership with the Urban Climate Research Centre at Arizona State University (ASU).

Pavement rehabilitation

Pavement rehabilitation crews have applied a cool pavement seal coat to neighbourhood streets within the boundary of 19th and 15th avenues between Broadway and Roeser roads in South Phoenix.

This next round of the ongoing programme and study will analyse two new asphalt coatings that have higher reflective values than the material applied to nine select citywide sites last year.

One coating is the same light grey colour and the other is a darker grey. City staff and

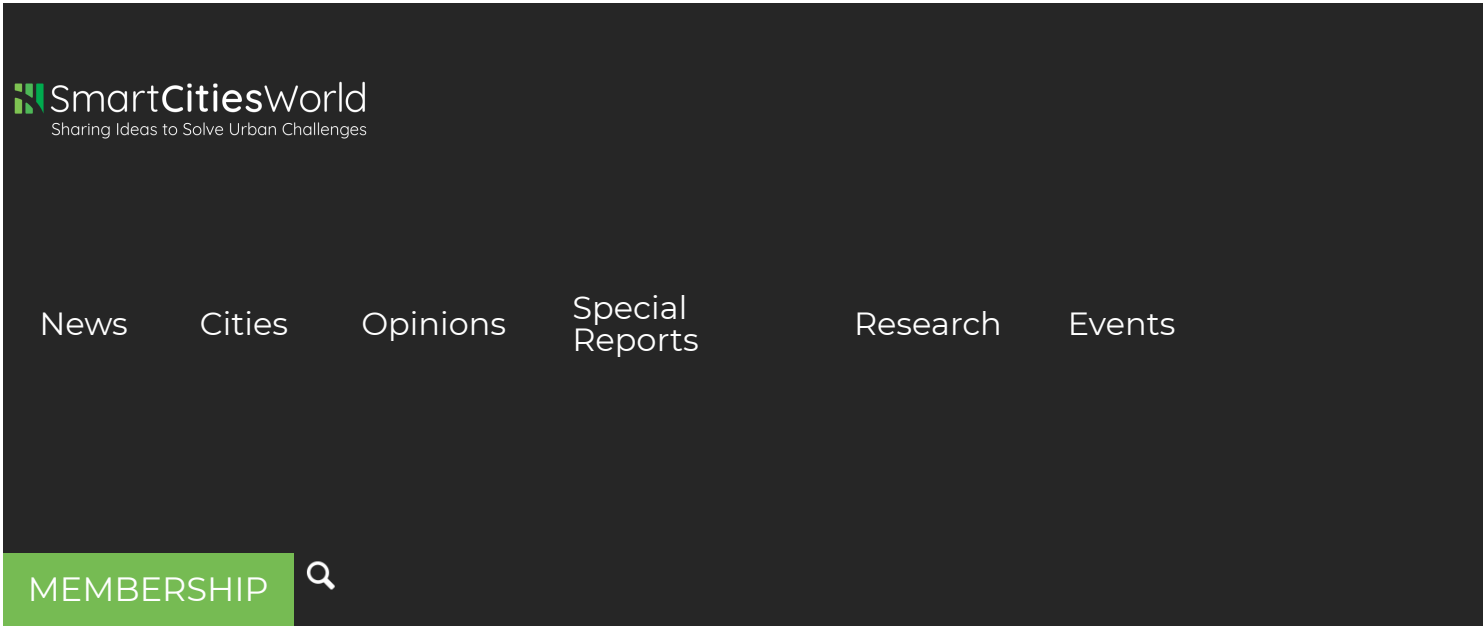
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The city partnered with ASU researchers to conduct scientific tests of the cool paved areas, studying how it performed and how it might be used to mitigate the urban heat island effect



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In 2020, the city selected portions of eight neighbourhoods, one in each city council district and part of the parking lot in Esteban Park, to receive the cool pavement treatment. The asphalt coating was applied to areas already in need of a pavement seal coat.

The city then partnered with ASU researchers to conduct scientific tests of the cool paved areas, studying how it performed and how it might be used to mitigate the urban heat island effect.

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Cool Pavements September 14, 2021



Asphalt collects and retains heat during the day and releases it at night. Phoenix is among several cities that are experiencing the urban heat island effect, particularly overnight, due to the retention of heat within the built environment. Higher night-time temperatures lead to more energy consumption, more greenhouse gas emissions, air pollution and other harmful effects.

The City of Phoenix Street Transportation Department partnered with the Rob and Melani Walton Sustainability Solutions Service at Arizona State University (ASU) and researchers from various ASU schools to evaluate the effectiveness, performance, and community perception of the new pavement coating.

The data collection and analysis occurred across multiple neighbourhoods and at varying times across days and/or months over the course of one year (15 July 2020 to 14 July 2021), allowing the team to study the impacts of the surface treatment under various weather conditions.



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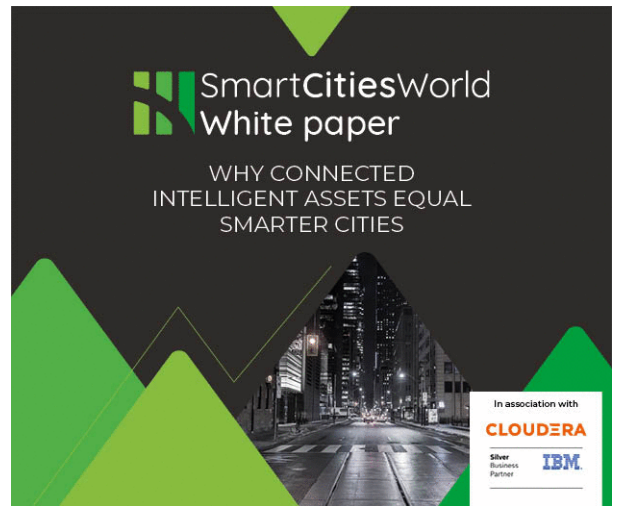
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