Table S3. Seasonally adjusted NO2 and sociodemographics

Effect	Estimate	p-value
Intercept	-1.4325 (-2.8832,0.0181)	0.053
Seasonally Adjusted Wind (m/s)	-0.479 (-0.5044,-0.4535)	<0.001
Seasonally Adjusted Temp (°C)	0.2079 (0.1834,0.2324)	<0.001
Race: Black	6e-04 (-0.0131,0.0143)	0.932
Race: Asian	0.017 (-0.0236,0.0576)	0.412
Race: Two or More	-0.0074 (-0.0873,0.0724)	0.855
Race: Other	0.0074 (-0.0276,0.0424)	0.677
Edu: Less Than High School	0.0133 (-0.0341,0.0607)	0.583
Edu: High School	-0.0406 (-0.0877,0.0063)	0.09
Edu: Some College	0.0444 (-0.0088,0.0976)	0.102
Non-Citizen	-0.0299 (-0.0926,0.0328)	0.35
Population Density	-0.1008 (-0.2295,0.0279)	0.125

The above table presents findings from the linear mixed model regression analysis of seasonally adjusted NO_2 regressed on TomTom congestion, seasonally adjusted wind, seasonally adjusted temperature, education, race, citizenship, and population density. TomTom Congestion is reported as the average daily percent increase in the time that it took to drive with traffic congestion compared to "free flow" travel without traffic. Seasonally adjusted wind is the difference between the observed and forecasted wind speed in meters per second, and seasonally adjusted temperature is reported as the difference between the observed and forecasted temperature in degrees Celsius. The population density is in terms of thousands of people per square kilometer. Estimates are interpreted in terms of parts per billion changes in NO_2 relative to forecasted.