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| Supplemental Table 1. Association between roadway proximity metrics and fecundability, Pregnancy Study Online (2013-2020). |
|  | United States (n=7,342) |  | Canada (n=1,448) |  | Combineda |
| Exposureb | No. of cycles | No. of pregs | UnadjustedFR (95% CI) | AdjustedcFR (95% CI) | No. of cycles | No. of pregs | UnadjustedFR (95% CI) | AdjustedcFR (95% CI) | AdjustedcFR (95% CI) |
| Distance to major road (m) |  |  |  |  |  |  |  |
|  ≥400 |  8151 | 1251 | Reference | Reference | 1543 | 254 | Reference | Reference | Reference |
|  200-399 |  6629 |  978 | 0.95 (0.88, 1.03) | 0.94 (0.87, 1.02) | 1372 | 227 | 0.99 (0.85, 1.17) | 1.00 (0.85, 1.19) | 0.95 (0.88, 1.02) |
|  100-199 |  5517 |  862 | 0.99 (0.91, 1.07) | 0.98 (0.90, 1.06) | 1081 | 167 | 0.96 (0.80, 1.14) | 1.02 (0.85, 1.22) | 0.99 (0.92, 1.06) |
|  50-99 |  3409 |  455 | 0.89 (0.81, 0.99) | 0.92 (0.84, 1.02) |  585 |  98 | 1.04 (0.85, 1.28) | 1.04 (0.84, 1.29) | 0.94 (0.86, 1.03) |
|  <50  |  4210 |  553 | 0.88 (0.80, 0.97) | 0.88 (0.80, 0.98) |  787 |  99 | 0.89 (0.72, 1.10) | 0.93 (0.74, 1.16) | 0.89 (0.81, 0.98) |
| Distance to highway (m) |  |  |  |  |  |  |  |
|  ≥400 | 21833 | 3210 | Reference | Reference | 4043 | 645 | Reference | Reference | Reference |
|  200-399 |  3411 |  489 | 0.98 (0.90, 1.07) | 0.99 (0.90, 1.08) |  563 |  96 | 1.07 (0.87, 1.30) | 1.03 (0.84, 1.26) | 1.00 (0.92, 1.08) |
|  100-199 |  1493 |  246 | 1.11 (0.98, 1.26) | 1.12 (0.99, 1.27) |  405 |  52 | 0.84 (0.65, 1.09) | 0.86 (0.66, 1.13) | 1.07 (0.95, 1.20) |
|  50-99 |  667 |  101 | 1.05 (0.87, 1.27) | 1.15 (0.96, 1.39) |  138 |  24 | 1.09 (0.74, 1.61) | 0.99 (0.67, 1.45) | 1.12 (0.94, 1.32) |
|  <50  |  512 |  53 | 0.76 (0.59, 0.99) | 0.76 (0.59, 0.99) |  219 |  28 | 0.92 (0.66, 1.30) | 0.91 (0.64, 1.29) | 0.81 (0.66, 1.00) |
| Distance to highway <100m or to major road <50m |  |  |  |  |  |
|  No | 23156 | 3467 | Reference | Reference | 4450 | 723 | Reference | Reference | Reference |
|  Yes |  4760 |  632 | 0.92 (0.84, 1.00) | 0.93 (0.86, 1.02) |  918 | 122 | 0.92 (0.77, 1.10) | 0.92 (0.77, 1.10) | 0.93 (0.86, 1.01) |
| Distance to major intersections (m) |  |  |  |  |  |  |
|  ≥400 | 18182 | 2721 | Reference | Reference | 3832 | 618 | Reference | Reference | Reference |
|  200-399 |  6097 |  900 | 0.97 (0.90, 1.04) | 0.96 (0.90, 1.04) |  859 | 146 | 1.05 (0.89, 1.23) | 1.09 (0.92, 1.29) | 0.98 (0.91, 1.06) |
|  100-199 |  2675 |  353 | 0.89 (0.80, 0.99) | 0.92 (0.82, 1.02) |  483 |  57 | 0.78 (0.61, 1.00) | 0.84 (0.65, 1.09) | 0.91 (0.83, 1.00) |
|  <100 |  962 |  125 | 0.85 (0.71, 1.02) | 0.83 (0.70, 1.00) |  194 |  24 | 0.82 (0.55, 1.23) | 0.79 (0.51, 1.22) | 0.82 (0.69, 0.98) |
| Length of major roads in 50m buffer (m) |  |  |  |  |  |  |
|  0 | 23686 | 3541 | Reference | Reference | 4585 | 745 | Reference | Reference | Reference |
|  1-72 |  999 |  140 | 0.99 (0.84, 1.17) | 0.97 (0.82, 1.15) |  240 |  28 | 0.89 (0.62, 1.28) | 0.95 (0.65, 1.39) | 0.97 (0.83, 1.13) |
|  73-97 |  1912 |  268 | 0.93 (0.83, 1.05) | 0.95 (0.85, 1.07) |  390 |  57 | 0.97 (0.76, 1.23) | 0.95 (0.74, 1.21) | 0.95 (0.88, 1.03) |
|  ≥98 |  1319 |  150 | 0.81 (0.69, 0.96) | 0.82 (0.70, 0.96) |  153 |  15 | 0.76 (0.48, 1.21) | 0.77 (0.48, 1.24) | 0.82 (0.70, 0.95) |
| Length of major roads in 100m buffer (m) |  |  |  |  |  |  |
|  0 | 20290 | 3088 | Reference | Reference | 4004 | 649 | Reference | Reference | Reference |
|  1-145 |  1980 |  250 | 0.88 (0.78, 1.00) | 0.92 (0.81, 1.04) |  323 |  52 | 1.00 (0.78, 1.28) | 0.94 (0.73, 1.21) | 0.92 (0.83, 1.03) |
|  146-204 |  3694 |  510 | 0.94 (0.86, 1.02) | 0.95 (0.87, 1.04) |  639 |  89 | 0.97 (0.79, 1.18) | 0.99 (0.81, 1.20) | 0.96 (0.88, 1.04) |
|  ≥205 |  1952 |  251 | 0.87 (0.77, 0.99) | 0.88 (0.78, 1.00) |  402 |  55 | 0.96 (0.75, 1.23) | 0.97 (0.74, 1.26) | 0.90 (0.80, 1.01) |
| Length of major roads in 300m buffer (m) |  |  |  |  |  |  |
|  0 | 10876 | 1634 | Reference | Reference | 2127 | 350 | Reference | Reference | Reference |
|  1-518 |  4280 |  630 | 0.95 (0.87, 1.03) | 0.94 (0.86, 1.03) |  843 | 133 | 0.96 (0.80, 1.15) | 1.00 (0.83, 1.20) | 0.95 (0.88, 1.03) |
|  519-677 |  4164 |  606 | 0.96 (0.88, 1.05) | 0.97 (0.89, 1.05) |  851 | 138 | 1.04 (0.87, 1.24) | 1.05 (0.87, 1.26) | 0.98 (0.91, 1.06) |
|  678-1126 |  4096 |  621 | 1.00 (0.92, 1.08) | 1.02 (0.94, 1.11) |  790 | 110 | 0.87 (0.71, 1.07) | 0.91 (0.74, 1.13) | 1.01 (0.93, 1.09) |
|  ≥1127 |  4500 |  608 | 0.90 (0.82, 0.98) | 0.92 (0.84, 1.00) |  757 | 114 | 0.97 (0.80, 1.17) | 0.98 (0.80, 1.20) | 0.93 (0.86, 1.00) |
| Length of major roads in 400m buffer (m) |  |  |  |  |  |  |
|  0 |  8151 | 1251 | Reference | Reference | 1552 | 253 | Reference | Reference | Reference |
|  1-746 |  4986 |  741 | 0.96 (0.88, 1.05) | 0.95 (0.87, 1.03) | 1057 | 166 | 0.97 (0.82, 1.16) | 0.98 (0.82, 1.18) | 0.96 (0.89, 1.03) |
|  747-1163 |  4943 |  692 | 0.92 (0.85, 1.00) | 0.91 (0.84, 0.99) | 1012 | 168 | 1.04 (0.87, 1.24) | 1.06 (0.89, 1.27) | 0.94 (0.87, 1.01) |
|  1164-1736 |  4610 |  717 | 1.01 (0.93, 1.10) | 1.02 (0.94, 1.11) |  925 | 131 | 0.93 (0.77, 1.12) | 0.96 (0.79, 1.18) | 1.01 (0.94, 1.09) |
|  ≥1737 |  5226 |  698 | 0.87 (0.80, 0.95) | 0.88 (0.80, 0.96) |  822 | 127 | 0.96 (0.80, 1.16) | 1.00 (0.82, 1.24) | 0.90 (0.83, 0.97) |
| Number of major intersections in 500m buffer |  |  |  |  |  |  |
|  0 | 15416 | 2305 | Reference | Reference | 3332 | 524 | Reference | Reference | Reference |
|  1-9 | 10582 | 1551 | 0.96 (0.90, 1.02) | 0.96 (0.91, 1.02) | 1873 | 302 | 1.02 (0.90, 1.16) | 1.03 (0.90, 1.18) | 0.97 (0.92, 1.03) |
|  ≥10 |  1918 |  243 | 0.85 (0.75, 0.97) | 0.86 (0.76, 0.97) |  163 |  19 | 0.83 (0.55, 1.27) | 0.87 (0.57, 1.33) | 0.86 (0.77, 0.97) |

a FRs combined across the U.S. and Canada using a fixed effects meta-analysis.

b Highways defined as A1 or A2 roads in the U.S. and expressways or highways in Canada. Major roads defined as A1-A3 roads in the U.S. and expressways, highways, or major roads in Canada.

c Adjusted for age, race/ethnicity, income, education, BMI, physical activity, smoking, sugar-sweetened soda intake, HEI score, multivitamin/folic acid intake, parity, intercourse frequency, doing something to improve chances of conception, census tract median household income, census tract % with <high school education, and census tract % non-Hispanic white.

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| Supplemental Table 2. Association between roadway proximity metrics and fecundability, stratified by parity, Pregnancy Study Online (2013-2020). |
|  | United States (n=7,342) |  | Canada (n=1,448) |  | Combineda |
|  | Nulliparous (n=4,822) |  | Parous (n=2,520) |  | Nulliparous (n=1,089) |  | Parous (n=359) |  | Nulliparous |  | Parous |
| Exposureb | No. of pregs | AdjustedcFR (95% CI) | No. of pregs | AdjustedcFR (95% CI) | No. of pregs | AdjustedcFR (95% CI) | No. of pregs | AdjustedcFR (95% CI) | AdjustedcFR (95% CI) | AdjustedcFR (95% CI) |
| Distance to major road (m) |  |  |  |  |  |  |  |  |
|  ≥400 |  790 | Reference |  461 | Reference | 187 | Reference |  67 | Reference | Reference | Reference |
|  200-399 |  594 | 0.91 (0.83, 1.01) |  384 | 1.00 (0.88, 1.13) | 172 | 1.00 (0.82, 1.23) |  55 | 1.00 (0.68, 1.49) | 0.93 (0.85, 1.02) | 1.00 (0.89, 1.12) |
|  100-199 |  552 | 0.98 (0.88, 1.08) |  310 | 0.98 (0.86, 1.12) | 130 | 1.06 (0.85, 1.32) |  37 | 0.93 (0.61, 1.41) | 0.99 (0.91, 1.09) | 0.98 (0.86, 1.11) |
|  50-99 |  317 | 0.94 (0.83, 1.06) |  138 | 0.89 (0.75, 1.05) |  69 | 0.98 (0.76, 1.27) |  29 | 1.27 (0.76, 2.12) | 0.95 (0.85, 1.06) | 0.92 (0.79, 1.08) |
|  <50  |  392 | 0.91 (0.81, 1.02) |  161 | 0.82 (0.69, 0.98) |  75 | 0.90 (0.68, 1.19) |  24 | 0.84 (0.48, 1.45) | 0.91 (0.82, 1.01) | 0.82 (0.69, 0.97) |
| Distance to highway (m) |  |  |  |  |  |  |  |  |
|  ≥400 | 2069 | Reference | 1141 | Reference | 479 | Reference | 166 | Reference | Reference | Reference |
|  200-399 |  302 | 0.94 (0.84, 1.05) |  187 | 1.08 (0.93, 1.24) |  77 | 1.13 (0.90, 1.42) |  19 | 0.72 (0.46, 1.12) | 0.97 (0.88, 1.08) | 1.04 (0.91, 1.19) |
|  100-199 |  166 | 1.11 (0.95, 1.29) |  80 | 1.12 (0.91, 1.38) |  40 | 1.03 (0.76, 1.38) |  12 | 0.59 (0.32, 1.11) | 1.09 (0.96, 1.25) | 1.05 (0.86, 1.28) |
|  50-99 |  70 | 1.19 (0.95, 1.50) |  31 | 1.03 (0.74, 1.42) |  16 | 0.94 (0.58, 1.53) |  8 | 1.13 (0.49, 2.61) | 1.14 (0.92, 1.40) | 1.04 (0.77, 1.41) |
|  <50  |  38 | 0.82 (0.60, 1.11) |  15 | 0.62 (0.39, 1.00) |  21 | 0.93 (0.61, 1.42) |  7 | 0.92 (0.40, 2.13) | 0.86 (0.67, 1.10) | 0.68 (0.45, 1.04) |
| Distance to highway <100m or to major road <50m |  |  |  |  |  |  |  |
|  No | 2196 | Reference | 1271 | Reference | 543 | Reference | 180 | Reference | Reference | Reference |
|  Yes |  449 | 0.97 (0.88, 1.07) |  183 | 0.84 (0.72, 0.99) |  90 | 0.89 (0.71, 1.12) |  32 | 0.90 (0.58, 1.39) | 0.96 (0.88, 1.05) | 0.85 (0.73, 0.99) |
| Distance to major intersections (m) |  |  |  |  |  |  |  |
|  ≥400 | 1692 | Reference | 1029 | Reference | 458 | Reference | 160 | Reference | Reference | Reference |
|  200-399 |  605 | 0.95 (0.87, 1.03) |  295 | 0.99 (0.87, 1.11) | 107 | 1.11 (0.90, 1.36) |  39 | 1.10 (0.76, 1.61) | 0.97 (0.90, 1.05) | 1.00 (0.90, 1.11) |
|  100-199 |  252 | 0.93 (0.82, 1.06) |  101 | 0.88 (0.72, 1.09) |  47 | 0.85 (0.63, 1.14) |  10 | 0.83 (0.44, 1.57) | 0.92 (0.81, 1.03) | 0.88 (0.71, 1.07) |
|  <100 |  96 | 0.96 (0.79, 1.17) |  29 | 0.60 (0.41, 0.87) |  21 | 0.78 (0.50, 1.22) |  3 | 0.27 (0.06, 1.13) | 0.93 (0.77, 1.11) | 0.57 (0.40, 0.82) |
| Length of major roads in 50m buffer (m) |  |  |  |  |  |  |  |
|  0 | 2250 | Reference | 1291 | Reference | 558 | Reference | 187 | Reference | Reference | Reference |
|  1-72 |  85 | 0.91 (0.74, 1.12) |  55 | 1.12 (0.87, 1.45) |  23 | 0.91 (0.58, 1.43) |  5 | 1.15 (0.51, 2.58) | 0.91 (0.75, 1.10) | 1.12 (0.88, 1.44) |
|  73-97 |  193 | 1.03 (0.90, 1.18) |  75 | 0.77 (0.62, 0.95) |  39 | 0.91 (0.68, 1.22) |  18 | 0.85 (0.44, 1.67) | 1.01 (0.89, 1.14) | 0.78 (0.64, 0.95) |
|  ≥98 |  117 | 0.86 (0.72, 1.02) |  33 | 0.71 (0.49, 1.03) |  13 | 0.77 (0.46, 1.27) |  2 | 0.59 (0.18, 1.97) | 0.85 (0.72, 1.00) | 0.70 (0.49, 1.00) |
| Length of major roads in 100m buffer (m) |  |  |  |  |  |  |  |
|  0 | 1933 | Reference | 1155 | Reference | 491 | Reference | 158 | Reference | Reference | Reference |
|  1-145 |  174 | 0.94 (0.81, 1.09) |  76 | 0.88 (0.71, 1.10) |  37 | 0.90 (0.67, 1.22) |  15 | 1.13 (0.66, 1.96) | 0.93 (0.82, 1.07) | 0.91 (0.74, 1.12) |
|  146-204 |  350 | 0.97 (0.87, 1.08) |  160 | 0.92 (0.79, 1.07) |  67 | 1.00 (0.79, 1.27) |  22 | 0.85 (0.50, 1.45) | 0.98 (0.88, 1.08) | 0.92 (0.79, 1.06) |
|  ≥205 |  188 | 0.96 (0.83, 1.10) |  63 | 0.70 (0.55, 0.90) |  38 | 0.79 (0.57, 1.09) |  17 | 1.56 (0.92, 2.64) | 0.93 (0.82, 1.06) | 0.81 (0.65, 1.02) |
| Length of major roads in 300m buffer (m) |  |  |  |  |  |  |  |
|  0 | 1018 | Reference | 616 | Reference | 258 | Reference |  92 | Reference | Reference | Reference |
|  1-518 |  390 | 0.91 (0.81, 1.02) | 240 | 1.00 (0.87, 1.15) | 106 | 0.99 (0.81, 1.22) |  27 | 0.83 (0.53, 1.28) | 0.93 (0.84, 1.03) | 0.98 (0.86, 1.12) |
|  519-677 |  381 | 0.98 (0.88, 1.09) | 225 | 0.93 (0.81, 1.07) | 101 | 1.08 (0.86, 1.34) |  37 | 0.89 (0.58, 1.36) | 1.00 (0.91, 1.10) | 0.93 (0.81, 1.06) |
|  678-1126 |  419 | 1.02 (0.92, 1.14) | 202 | 0.99 (0.85, 1.14) |  84 | 0.93 (0.73, 1.19) |  26 | 0.91 (0.59, 1.40) | 1.00 (0.91, 1.11) | 0.98 (0.86, 1.12) |
|  ≥1127 |  437 | 0.95 (0.85, 1.05) | 171 | 0.85 (0.73, 1.00) |  84 | 0.93 (0.72, 1.19) |  30 | 1.03 (0.65, 1.63) | 0.95 (0.86, 1.04) | 0.87 (0.75, 1.01) |
| Length of major roads in 400m buffer (m) |  |  |  |  |  |  |  |
|  0 |  790 | Reference | 461 | Reference | 187 | Reference |  66 | Reference | Reference | Reference |
|  1-746 |  448 | 0.94 (0.84, 1.05) | 293 | 0.95 (0.83, 1.09) | 125 | 0.98 (0.80, 1.21) |  41 | 0.96 (0.63, 1.47) | 0.95 (0.86, 1.05) | 0.95 (0.83, 1.08) |
|  747-1163 |  432 | 0.89 (0.80, 0.99) | 260 | 0.94 (0.82, 1.08) | 126 | 1.09 (0.87, 1.36) |  42 | 0.92 (0.59, 1.42) | 0.93 (0.84, 1.02) | 0.94 (0.82, 1.07) |
|  1164-1736 |  470 | 1.02 (0.91, 1.14) | 247 | 1.02 (0.89, 1.18) |  98 | 0.90 (0.71, 1.14) |  33 | 1.17 (0.77, 1.78) | 1.00 (0.90, 1.10) | 1.04 (0.90, 1.19) |
|  ≥1737 |  505 | 0.89 (0.80, 0.99) | 193 | 0.83 (0.71, 0.97) |  97 | 1.00 (0.78, 1.28) |  30 | 1.04 (0.64, 1.68) | 0.91 (0.82, 1.00) | 0.85 (0.73, 0.98) |
| Number of major intersections in 500m buffer |  |  |  |  |  |  |  |
|  0 | 1418 | Reference |  887 | Reference | 390 | Reference | 134 | Reference | Reference | Reference |
|  1-9 | 1039 | 0.94 (0.87, 1.02) |  512 | 0.99 (0.89, 1.10) | 227 | 1.02 (0.86, 1.20) |  75 | 1.02 (0.76, 1.36) | 0.96 (0.89, 1.03) | 0.99 (0.90, 1.10) |
|  ≥10 |  188 | 0.89 (0.77, 1.03) |  55 | 0.79 (0.61, 1.02) |  16 | 0.82 (0.51, 1.33) |  3 | 1.32 (0.50, 3.50) | 0.88 (0.77, 1.02) | 0.82 (0.64, 1.05) |

a FRs combined across the U.S. and Canada using a fixed effects meta-analysis.

b Highways defined as A1 or A2 roads in the U.S. and expressways or highways in Canada. Major roads defined as A1-A3 roads in the U.S. and expressways, highways, or major roads in Canada.

c Adjusted for age, race/ethnicity, income, education, BMI, physical activity, smoking, sugar-sweetened soda intake, HEI score, multivitamin/folic acid intake, intercourse frequency, doing something to improve chances of conception, census tract median household income, census tract % with <high school education, and census tract % non-Hispanic white.

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| Supplemental Table 3. Association between roadway proximity metrics and fecundability, stratified by total folate intake (from food and supplements), Pregnancy Study Online (2013-2020). |
|  | United States (n=7,342) |  | Canada (n=1,448) |  | Combineda |
|  | Total folate <1,000 DFE/day (n=4,050) |  | Total folate ≥1,000 DFE/day (n=3,292) |  | Total folate <1,000 DFE/day (n=782) |  | Total folate ≥1,000 DFE/day (n=666) | Total folate <1,000 DFE/day |  | Total folate ≥1,000 DFE/day |
| Exposureb | No. of pregs | AdjustedcFR (95% CI) | No. of pregs | AdjustedcFR (95% CI) | No. of pregs | AdjustedcFR (95% CI) | No. of pregs | AdjustedcFR (95% CI) | AdjustedcFR (95% CI) | AdjustedcFR (95% CI) |
| Distance to major road (m) |  |  |  |  |  |  |  |  |
|  ≥400 |  644 | Reference |  607 | Reference | 121 | Reference | 133 | Reference | Reference | Reference |
|  200-399 |  495 | 0.90 (0.79, 1.02) |  483 | 1.00 (0.88, 1.13) | 121 | 0.90 (0.69, 1.17) | 106 | 1.07 (0.83, 1.38) | 0.90 (0.80, 1.01) | 1.01 (0.91, 1.13) |
|  100-199 |  448 | 0.99 (0.87, 1.12) |  414 | 0.97 (0.86, 1.09) |  75 | 0.89 (0.65, 1.20) |  92 | 1.11 (0.87, 1.42) | 0.98 (0.87, 1.09) | 0.99 (0.90, 1.11) |
|  50-99 |  211 | 0.91 (0.78, 1.07) |  244 | 0.93 (0.80, 1.09) |  48 | 1.00 (0.72, 1.38) |  50 | 1.07 (0.77, 1.49) | 0.93 (0.80, 1.07) | 0.96 (0.83, 1.10) |
|  <50  |  291 | 0.94 (0.80, 1.10) |  262 | 0.83 (0.72, 0.95) |  48 | 0.77 (0.53, 1.13) |  51 | 1.04 (0.75, 1.44) | 0.91 (0.79, 1.06) | 0.86 (0.76, 0.97) |
| Distance to highway (m) |  |  |  |  |  |  |  |  |
|  ≥400 | 1646 | Reference | 1564 | Reference | 317 | Reference | 328 | Reference | Reference | Reference |
|  200-399 |  240 | 0.93 (0.81, 1.06) |  249 | 1.07 (0.94, 1.22) |  40 | 1.15 (0.77, 1.72) |  56 | 0.90 (0.67, 1.21) | 0.95 (0.84, 1.08) | 1.04 (0.92, 1.17) |
|  100-199 |  118 | 1.01 (0.82, 1.25) |  128 | 1.23 (1.03, 1.46) |  24 | 0.70 (0.46, 1.05) |  28 | 1.05 (0.67, 1.65) | 0.93 (0.77, 1.13) | 1.21 (1.03, 1.42) |
|  50-99 |  60 | 1.20 (0.94, 1.52) |  41 | 1.13 (0.83, 1.53) |  14 | 1.18 (0.66, 2.13) |  10 | 0.82 (0.35, 1.94) | 1.20 (0.96, 1.49) | 1.09 (0.82, 1.45) |
|  <50 |  25 | 0.82 (0.55, 1.22) |  28 | 0.72 (0.51, 1.03) |  18 | 0.94 (0.59, 1.48) |  10 | 0.77 (0.43, 1.37) | 0.87 (0.65, 1.17) | 0.73 (0.54, 0.99) |
| Distance to highway <100m or to major road <50m |  |  |  |  |  |  |  |
|  No | 1752 | Reference | 1715 | Reference | 351 | Reference | 372 | Reference | Reference | Reference |
|  Yes |  337 | 0.99 (0.87, 1.13) |  295 | 0.88 (0.78, 0.99) |  62 | 0.89 (0.67, 1.18) |  60 | 0.95 (0.73, 1.24) | 0.97 (0.86, 1.10) | 0.89 (0.80, 0.99) |
| Distance to major intersections (m) |  |  |  |  |  |  |  |
|  ≥400 | 1404 | Reference | 1317 | Reference | 308 | Reference | 310 | Reference | Reference | Reference |
|  200-399 |  448 | 0.95 (0.84, 1.07) |  452 | 0.97 (0.86, 1.10) |  70 | 0.97 (0.75, 1.25) |  76 | 1.21 (0.95, 1.54) | 0.95 (0.86, 1.06) | 1.02 (0.91, 1.14) |
|  100-199 |  173 | 1.00 (0.86, 1.17) |  180 | 0.84 (0.72, 0.98) |  24 | 0.65 (0.42, 1.00) |  33 | 1.04 (0.67, 1.62) | 0.95 (0.82, 1.10) | 0.86 (0.74, 0.99) |
|  <100 |  64 | 0.88 (0.69, 1.11) |  61 | 0.79 (0.60, 1.04) |  11 | 0.65 (0.32, 1.29) |  13 | 1.02 (0.59, 1.76) | 0.85 (0.69, 1.06) | 0.83 (0.65, 1.06) |
| Length of major roads in 50m buffer (m) |  |  |  |  |  |  |  |
|  0 | 1794 | Reference | 1747 | Reference | 363 | Reference | 382 | Reference | Reference | Reference |
|  1-72 |  74 | 0.93 (0.72, 1.20) |  66 | 1.01 (0.80, 1.29) |  14 | 0.89 (0.51, 1.56) |  14 | 1.03 (0.64, 1.66) | 0.92 (0.73, 1.16) | 1.01 (0.82, 1.26) |
|  73-97 |  148 | 1.09 (0.93, 1.27) |  120 | 0.81 (0.67, 0.99) |  27 | 0.81 (0.52, 1.26) |  30 | 1.14 (0.75, 1.73) | 1.06 (0.91, 1.22) | 0.86 (0.72, 1.04) |
|  ≥98 |  73 | 0.87 (0.67, 1.13) |  77 | 0.77 (0.62, 0.95) |  9 | 0.84 (0.43, 1.63) |  6 | 0.61 (0.30, 1.23) | 0.87 (0.68, 1.10) | 0.76 (0.62, 0.92) |
| Length of major roads in 100m buffer (m) |  |  |  |  |  |  |  |
|  0 | 1585 | Reference | 1503 | Reference | 316 | Reference | 333 | Reference | Reference | Reference |
|  1-145 |  114 | 0.90 (0.73, 1.11) |  136 | 0.93 (0.78, 1.11) |  30 | 0.99 (0.70, 1.41) |  22 | 0.98 (0.65, 1.49) | 0.92 (0.77, 1.11) | 0.94 (0.80, 1.10) |
|  146-204 |  260 | 1.01 (0.86, 1.18) |  250 | 0.89 (0.78, 1.02) |  43 | 0.96 (0.70, 1.33) |  46 | 0.93 (0.69, 1.25) | 1.00 (0.87, 1.15) | 0.90 (0.79, 1.02) |
|  ≥205 |  130 | 0.94 (0.79, 1.13) |  121 | 0.82 (0.69, 0.98) |  24 | 0.85 (0.53, 1.37) |  31 | 1.12 (0.77, 1.61) | 0.93 (0.78, 1.10) | 0.87 (0.74, 1.02) |
| Length of major roads in 300m buffer (m) |  |  |  |  |  |  |  |
|  0 |  832 | Reference |  802 | Reference | 172 | Reference | 178 | Reference | Reference | Reference |
|  1-518 |  312 | 0.93 (0.81, 1.07) |  318 | 0.95 (0.84, 1.07) |  64 | 0.88 (0.65, 1.19) |  69 | 1.06 (0.82, 1.38) | 0.92 (0.81, 1.05) | 0.97 (0.87, 1.08) |
|  519-677 |  315 | 0.98 (0.85, 1.12) |  291 | 0.94 (0.82, 1.08) |  70 | 1.11 (0.83, 1.48) |  68 | 0.96 (0.73, 1.26) | 1.00 (0.89, 1.13) | 0.94 (0.83, 1.07) |
|  678-1126 |  337 | 1.03 (0.91, 1.16) |  284 | 1.00 (0.88, 1.14) |  55 | 0.74 (0.53, 1.03) |  55 | 1.11 (0.83, 1.49) | 0.97 (0.89, 1.07) | 1.02 (0.90, 1.15) |
|  ≥1127 |  293 | 0.96 (0.84, 1.10) |  315 | 0.87 (0.77, 1.00) |  52 | 0.89 (0.61, 1.28) |  62 | 1.10 (0.82, 1.49) | 0.95 (0.84, 1.08) | 0.91 (0.80, 1.03) |
| Length of major roads in 400m buffer (m) |  |  |  |  |  |  |  |
|  0 |  644 | Reference |  607 | Reference | 120 | Reference | 133 | Reference | Reference | Reference |
|  1-746 |  364 | 0.91 (0.78, 1.06) |  377 | 0.98 (0.86, 1.12) |  85 | 0.89 (0.67, 1.19) |  81 | 1.03 (0.78, 1.35) | 0.91 (0.79, 1.04) | 0.99 (0.88, 1.12) |
|  747-1163 |  365 | 0.94 (0.83, 1.06) |  327 | 0.89 (0.77, 1.01) |  85 | 1.00 (0.77, 1.30) |  83 | 1.11 (0.85, 1.45) | 0.95 (0.85, 1.06) | 0.93 (0.83, 1.04) |
|  1164-1736 |  373 | 1.01 (0.89, 1.13) |  344 | 1.04 (0.91, 1.18) |  63 | 0.77 (0.57, 1.06) |  68 | 1.14 (0.84, 1.54) | 0.98 (0.88, 1.09) | 1.05 (0.94, 1.19) |
|  ≥1737 |  343 | 0.88 (0.77, 1.01) |  355 | 0.88 (0.77, 1.00) |  60 | 0.93 (0.63, 1.37) |  67 | 1.07 (0.75, 1.53) | 0.89 (0.78, 1.01) | 0.90 (0.80, 1.02) |
| Number of major intersections in 500m buffer |  |  |  |  |  |  |  |
|  0 | 1176 | Reference | 1129 | Reference | 254 | Reference | 270 | Reference | Reference | Reference |
|  1-9 |  791 | 0.98 (0.89, 1.08) |  760 | 0.94 (0.86, 1.02) | 150 | 0.93 (0.76, 1.14) | 152 | 1.16 (0.94, 1.42) | 0.97 (0.89, 1.06) | 0.97 (0.90, 1.04) |
|  ≥10 |  122 | 0.92 (0.75, 1.12) |  121 | 0.81 (0.65, 1.00) |  9 | 0.78 (0.37, 1.68) |  10 | 0.85 (0.47, 1.55) | 0.91 (0.75, 1.10) | 0.81 (0.67, 0.99) |

a FRs combined across the U.S. and Canada using a fixed effects meta-analysis.

b Highways defined as A1 or A2 roads in the U.S. and expressways or highways in Canada. Major roads defined as A1-A3 roads in the U.S. and expressways, highways, or major roads in Canada.

c Adjusted for age, race/ethnicity, income, education, BMI, physical activity, smoking, sugar-sweetened soda intake, HEI score, multivitamin/folic acid intake, parity, intercourse frequency, doing something to improve chances of conception, census tract median household income, census tract % with <high school education, and census tract % non-Hispanic white.

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| Supplemental Table 4. Association between roadway proximity metrics and fecundability, restricted to 0-6 and 0-2 cycles of attempt time at study entry, Pregnancy Study Online (2013-2020). |
|  | 0-6 cycles of attempt at study entry |  | 0-2 cycles of attempt time at study entry |
|  | United States(n=6,589) |  | Canada(n=4,246) |  | Combineda |  | United States (n=1,313) |  | Canada(n=906) |  | Combineda |
| Exposureb | No. of pregs | AdjustedcFR (95% CI) | No. of pregs | AdjustedcFR (95% CI) | AdjustedcFR (95% CI) | No. of pregs | AdjustedcFR (95% CI) | No. of pregs | AdjustedcFR (95% CI) | AdjustedcFR (95% CI) |
| Distance to major road (m) |  |  |  |  |  |  |  |  |
|  ≥400 | 1194 | Reference | 248 | Reference | Reference |  842 | Reference | 191 | Reference | Reference |
|  200-399 |  934 | 0.94 (0.87, 1.01) | 218 | 0.99 (0.83, 1.17) | 0.95 (0.89, 1.01) |  676 | 0.92 (0.84, 1.01) | 165 | 0.97 (0.80, 1.17) | 0.93 (0.86, 1.01) |
|  100-199 |  818 | 0.97 (0.89, 1.06) | 159 | 1.00 (0.82, 1.21) | 0.98 (0.90, 1.06) |  596 | 0.96 (0.87, 1.05) | 123 | 1.00 (0.80, 1.26) | 0.97 (0.89, 1.05) |
|  50-99 |  436 | 0.92 (0.84, 1.02) |  96 | 1.04 (0.84, 1.29) | 0.94 (0.86, 1.03) |  327 | 0.93 (0.82, 1.04) |  67 | 0.99 (0.76, 1.30) | 0.94 (0.85, 1.04) |
|  <50  |  531 | 0.87 (0.79, 0.97) |  97 | 0.92 (0.74, 1.16) | 0.88 (0.80, 0.97) |  379 | 0.87 (0.78, 0.97) |  70 | 1.06 (0.81, 1.37) | 0.90 (0.81, 0.99) |
| Distance to highway (m) |  |  |  |  |  |  |  |  |
|  ≥400 | 3058 | Reference | 625 | Reference | Reference | 2195 | Reference | 469 | Reference | Reference |
|  200-399 |  472 | 0.99 (0.91, 1.08) |  91 | 1.02 (0.83, 1.26) | 0.99 (0.92, 1.08) |  338 | 0.97 (0.87, 1.08) |  64 | 0.93 (0.73, 1.19) | 0.96 (0.87, 1.06) |
|  100-199 |  236 | 1.13 (1.00, 1.28) |  51 | 0.86 (0.66, 1.12) | 1.08 (0.96, 1.20) |  181 | 1.17 (1.02, 1.35) |  44 | 0.89 (0.66, 1.20) | 1.11 (0.98, 1.27) |
|  50-99 |  97 | 1.18 (0.98, 1.42) |  23 | 0.97 (0.65, 1.43) | 1.14 (0.96, 1.35) |  70 | 1.15 (0.93, 1.44) |  17 | 0.92 (0.56, 1.51) | 1.11 (0.90, 1.36) |
|  <50  |  50 | 0.74 (0.57, 0.96) |  28 | 0.93 (0.65, 1.31) | 0.81 (0.65, 0.99) |  36 | 0.72 (0.53, 0.97) |  22 | 1.20 (0.81, 1.78) | 0.87 (0.68, 1.10) |
| Distance to highway <100m or to major road <50m |  |  |  |  |  |  |  |
|  No | 3306 | Reference | 699 | Reference | Reference | 2386 | Reference | 530 | Reference | Reference |
|  Yes |  607 | 0.93 (0.86, 1.01) | 119 | 0.93 (0.77, 1.11) | 0.93 (0.86, 1.00) |  434 | 0.93 (0.85, 1.03) |  86 | 1.03 (0.84, 1.27) | 0.95 (0.87, 1.04) |
| Distance to major intersections (m) |  |  |  |  |  |  |  |
|  ≥400 | 2583 | Reference | 602 | Reference | Reference | 1832 | Reference | 452 | Reference | Reference |
|  200-399 |  867 | 0.97 (0.90, 1.04) | 138 | 1.05 (0.89, 1.25) | 0.98 (0.92, 1.05) |  646 | 0.97 (0.89, 1.05) | 106 | 1.10 (0.90, 1.35) | 0.99 (0.92, 1.06) |
|  100-199 |  344 | 0.92 (0.82, 1.02) |  54 | 0.83 (0.64, 1.08) | 0.91 (0.82, 1.00) |  255 | 0.90 (0.80, 1.02) |  40 | 0.91 (0.67, 1.24) | 0.90 (0.80, 1.01) |
|  <100 |  119 | 0.85 (0.71, 1.01) |  24 | 0.77 (0.50, 1.18) | 0.84 (0.71, 0.98) |  87 | 0.83 (0.67, 1.01) |  18 | 0.99 (0.63, 1.55) | 0.85 (0.71, 1.02) |
| Length of major roads in 50m buffer (m) |  |  |  |  |  |  |  |
|  0 | 3377 | Reference | 720 | Reference | Reference | 2437 | Reference | 544 | Reference | Reference |
|  1-72 |  134 | 0.96 (0.82, 1.13) |  26 | 0.92 (0.62, 1.37) | 0.95 (0.82, 1.11) |  99 | 0.99 (0.83, 1.19) |  17 | 0.97 (0.61, 1.54) | 0.99 (0.83, 1.17) |
|  73-97 |  258 | 0.95 (0.84, 1.07) |  57 | 0.97 (0.76, 1.24) | 0.95 (0.86, 1.06) |  181 | 0.93 (0.80, 1.07) |  43 | 1.12 (0.84, 1.49) | 0.96 (0.85, 1.09) |
|  ≥98 |  144 | 0.82 (0.70, 0.96) |  15 | 0.80 (0.50, 1.29) | 0.82 (0.70, 0.95) |  103 | 0.83 (0.69, 1.00) |  12 | 1.03 (0.62, 1.73) | 0.85 (0.71, 1.01) |
| Length of major roads in 100m buffer (m) |  |  |  |  |  |  |  |
|  0 | 2944 | Reference | 626 | Reference | Reference | 2112 | Reference | 478 | Reference | Reference |
|  1-145 |  237 | 0.92 (0.81, 1.05) |  51 | 0.94 (0.73, 1.21) | 0.92 (0.82, 1.04) |  174 | 0.91 (0.79, 1.05) |  35 | 0.89 (0.65, 1.23) | 0.91 (0.80, 1.03) |
|  146-204 |  491 | 0.95 (0.87, 1.04) |  87 | 1.00 (0.82, 1.23) | 0.96 (0.88, 1.04) |  353 | 0.96 (0.87, 1.07) |  61 | 1.03 (0.81, 1.32) | 0.97 (0.88, 1.07) |
|  ≥205 |  241 | 0.88 (0.78, 1.00) |  54 | 0.97 (0.75, 1.27) | 0.90 (0.80, 1.01) |  181 | 0.91 (0.79, 1.05) |  42 | 1.25 (0.94, 1.65) | 0.97 (0.86, 1.11) |
| Length of major roads in 300m buffer (m) |  |  |  |  |  |  |  |
|  0 | 1557 | Reference | 338 | Reference | Reference | 1093 | Reference | 252 | Reference | Reference |
|  1-518 |  599 | 0.93 (0.85, 1.02) | 128 | 1.00 (0.83, 1.21) | 0.94 (0.87, 1.03) |  441 | 0.91 (0.82, 1.01) | 102 | 0.97 (0.78, 1.20) | 0.92 (0.84, 1.01) |
|  519-677 |  569 | 0.95 (0.87, 1.04) | 135 | 1.06 (0.88, 1.28) | 0.97 (0.89, 1.05) |  412 | 0.96 (0.87, 1.06) | 100 | 1.05 (0.84, 1.31) | 0.97 (0.89, 1.07) |
|  678-1126 |  603 | 1.02 (0.94, 1.11) | 108 | 0.91 (0.73, 1.13) | 1.01 (0.93, 1.09) |  443 | 1.04 (0.94, 1.15) |  77 | 0.93 (0.71, 1.20) | 1.02 (0.93, 1.13) |
|  ≥1127 |  585 | 0.92 (0.84, 1.00) | 109 | 0.96 (0.78, 1.19) | 0.93 (0.86, 1.00) |  431 | 0.91 (0.82, 1.01) |  85 | 1.08 (0.85, 1.37) | 0.94 (0.85, 1.03) |
| Length of major roads in 400m buffer (m) |  |  |  |  |  |  |  |
|  0 | 1194 | Reference | 247 | Reference | Reference |  842 | Reference | 188 | Reference | Reference |
|  1-746 |  698 | 0.93 (0.85, 1.01) | 159 | 0.97 (0.81, 1.17) | 0.94 (0.87, 1.01) |  493 | 0.90 (0.81, 0.99) | 122 | 0.97 (0.78, 1.20) | 0.91 (0.84, 0.99) |
|  747-1163 |  653 | 0.90 (0.83, 0.98) | 165 | 1.06 (0.88, 1.27) | 0.93 (0.86, 1.00) |  481 | 0.90 (0.81, 0.99) | 115 | 1.04 (0.83, 1.29) | 0.92 (0.85, 1.01) |
|  1164-1736 |  694 | 1.02 (0.94, 1.12) | 126 | 0.95 (0.77, 1.17) | 1.01 (0.93, 1.10) |  514 | 1.05 (0.95, 1.16) |  97 | 1.01 (0.80, 1.28) | 1.04 (0.95, 1.14) |
|  ≥1737 |  674 | 0.88 (0.80, 0.96) | 121 | 0.97 (0.79, 1.20) | 0.89 (0.82, 0.97) |  490 | 0.85 (0.77, 0.95) |  94 | 1.06 (0.83, 1.36) | 0.88 (0.80, 0.98) |
| Number of major intersections in 500m buffer |  |  |  |  |  |  |  |
|  0 | 2183 | Reference | 512 | Reference | Reference | 1554 | Reference | 382 | Reference | Reference |
|  1-9 | 1496 | 0.96 (0.91, 1.03) | 289 | 1.01 (0.88, 1.16) | 0.97 (0.91, 1.03) | 1088 | 0.95 (0.88, 1.02) | 221 | 1.06 (0.91, 1.24) | 0.97 (0.91, 1.03) |
|  ≥10 |  234 | 0.86 (0.76, 0.98) |  17 | 0.82 (0.52, 1.29) | 0.86 (0.76, 0.97) |  178 | 0.82 (0.71, 0.95) |  13 | 0.90 (0.54, 1.49) | 0.83 (0.72, 0.95) |

a FRs combined across the U.S. and Canada using a fixed effects meta-analysis.

b Highways defined as A1 or A2 roads in the U.S. and expressways or highways in Canada. Major roads defined as A1-A3 roads in the U.S. and expressways, highways, or major roads in Canada.

c Adjusted for age, race/ethnicity, income, education, BMI, physical activity, smoking, sugar-sweetened soda intake, HEI score, multivitamin/folic acid intake, parity, intercourse frequency, doing something to improve chances of conception, census tract median household income, census tract % with <high school education, and census tract % non-Hispanic white.

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| Supplemental Table 5. Association between roadway proximity metrics and fecundability among pregnancy planners from the contiguous United States and Canada, restricted to urban addresses,a Pregnancy Study Online (2013-2020). |
|  | United States (n=6,318) |  | Canada (n=1,140) |  | Combinedb |
| Exposurec | No. of pregs | AdjusteddFR (95% CI) | No. of pregs | AdjusteddFR (95% CI) | AdjusteddFR (95% CI) |
| Distance to major road (m) |  |  |  |
|  ≥400 |  912 | Reference | 193 | Reference | Reference |
|  200-399 |  912 | 0.95 (0.87, 1.04) | 181 | 0.98 (0.80, 1.20) | 0.96 (0.88, 1.04) |
|  100-199 |  815 | 0.99 (0.90, 1.09) | 138 | 1.05 (0.85, 1.29) | 1.00 (0.92, 1.09) |
|  50-99 |  421 | 0.93 (0.83, 1.03) |  85 | 1.04 (0.82, 1.32) | 0.95 (0.86, 1.04) |
|  <50  |  497 | 0.87 (0.78, 0.98) |  74 | 0.92 (0.70, 1.21) | 0.88 (0.79, 0.98) |
| Distance to highway (m) |  |  |  |
|  ≥400 | 2744 | Reference | 533 | Reference | Reference |
|  200-399 |  447 | 0.98 (0.89, 1.07) |  74 | 0.97 (0.76, 1.25) | 0.98 (0.90, 1.06) |
|  100-199 |  230 | 1.13 (0.99, 1.29) |  37 | 0.85 (0.62, 1.18) | 1.09 (0.96, 1.23) |
|  50-99 |  91 | 1.14 (0.95, 1.39) |  15 | 0.94 (0.56, 1.59) | 1.11 (0.92, 1.34) |
|  <50  |  45 | 0.74 (0.56, 0.97) |  12 | 0.66 (0.37, 1.16) | 0.72 (0.57, 0.92) |
| Distance to highway <100m or to major road <50m |  |  |
|  No | 2990 | Reference | 596 | Reference | Reference |
|  Yes |  567 | 0.92 (0.84, 1.01) |  88 | 0.91 (0.73, 1.13) | 0.92 (0.84, 1.00) |
| Distance to major intersections (m) |  |  |
|  ≥400 | 2238 | Reference | 469 | Reference | Reference |
|  200-399 |  867 | 0.98 (0.91, 1.05) | 130 | 1.18 (0.98, 1.42) | 1.00 (0.94, 1.07) |
|  100-199 |  335 | 0.93 (0.83, 1.03) |  52 | 0.91 (0.68, 1.20) | 0.93 (0.84, 1.02) |
|  <100 |  117 | 0.84 (0.70, 1.00) |  20 | 0.79 (0.50, 1.25) | 0.83 (0.71, 0.98) |
| Length of major roads in 50m buffer (m) |  |  |
|  0 | 3055 | Reference | 597 | Reference | Reference |
|  1-72 |  130 | 0.99 (0.84, 1.18) |  27 | 0.99 (0.68, 1.46) | 0.99 (0.84, 1.16) |
|  73-97 |  235 | 0.92 (0.81, 1.04) |  38 | 0.93 (0.69, 1.26) | 0.92 (0.82, 1.03) |
|  ≥98 |  137 | 0.81 (0.69, 0.97) |  9 | 0.70 (0.38, 1.31) | 0.80 (0.67, 0.95) |
| Length of major roads in 100m buffer (m) |  |  |
|  0 | 2636 | Reference | 514 | Reference | Reference |
|  1-145 |  226 | 0.89 (0.78, 1.02) |  44 | 0.98 (0.74, 1.29) | 0.91 (0.80, 1.03) |
|  146-204 |  448 | 0.95 (0.86, 1.04) |  66 | 0.96 (0.76, 1.22) | 0.95 (0.87, 1.04) |
|  ≥205 |  247 | 0.89 (0.78, 1.01) |  47 | 1.01 (0.75, 1.36) | 0.91 (0.81, 1.02) |
| Length of major roads in 300m buffer (m) |  |  |
|  0 | 1265 | Reference | 269 | Reference | Reference |
|  1-518 |  581 | 0.96 (0.87, 1.06) | 100 | 0.95 (0.77, 1.18) | 0.96 (0.88, 1.05) |
|  519-677 |  515 | 0.96 (0.87, 1.06) |  97 | 1.04 (0.84, 1.29) | 0.97 (0.89, 1.07) |
|  678-1126 |  599 | 1.04 (0.95, 1.14) |  96 | 0.97 (0.77, 1.22) | 1.03 (0.95, 1.12) |
|  ≥1127 |  597 | 0.92 (0.84, 1.01) | 109 | 1.01 (0.81, 1.25) | 0.93 (0.86, 1.02) |
| Length of major roads in 400m buffer (m) |  |  |
|  0 |  912 | Reference | 191 | Reference | Reference |
|  1-746 |  669 | 0.95 (0.86, 1.04) | 125 | 0.97 (0.78, 1.20) | 0.95 (0.88, 1.04) |
|  747-1163 |  596 | 0.92 (0.83, 1.01) | 116 | 1.04 (0.84, 1.28) | 0.94 (0.86, 1.02) |
|  1164-1736 |  690 | 1.03 (0.94, 1.14) | 116 | 1.03 (0.82, 1.29) | 1.03 (0.94, 1.13) |
|  ≥1737 |  690 | 0.88 (0.80, 0.97) | 123 | 1.05 (0.83, 1.32) | 0.90 (0.83, 0.99) |
| Number of major intersections in 500m buffer |  |  |
|  0 | 1846 | Reference | 391 | Reference | Reference |
|  1-9 | 1473 | 0.97 (0.91, 1.04) | 261 | 1.10 (0.94, 1.28) | 0.99 (0.93, 1.06) |
|  ≥10 |  238 | 0.86 (0.75, 0.97) |  19 | 0.93 (0.60, 1.44) | 0.87 (0.77, 0.97) |

a Urban addresses defined as addresses within an urbanized area or urban cluster in the United States, or within a Census Metropolitan Area in Canada.

b FRs combined across the U.S. and Canada using a fixed effects meta-analysis.

c Highways defined as A1 or A2 roads in the U.S. and expressways or highways in Canada. Major roads defined as A1-A3 roads in the U.S. and expressways, highways, or major roads in Canada.

d Adjusted for age, race/ethnicity, income, education, BMI, physical activity, smoking, sugar-sweetened soda intake, HEI score, multivitamin/folic acid intake, parity, intercourse frequency, doing something to improve chances of conception, census tract median household income, census tract % with <high school education, and census tract % non-Hispanic white.

Parity

Neighborhood SES

Income

Education

Residential proximity to major roads

Fecundability

*Intensity of trying to conceive*

Age

Supplemental Figure 1. Directed acyclic graph of the association between residential proximity to major roads and fecundability. Observed variables are displayed in regular font; unobserved variables are displayed in *italics*.

*Health conscious*

Smoking

Multivitamin intake

Body mass index

Physical activity

Sugar-sweetened soda intake

Healthy Eating Index score

Using methods to improve chances of conception

Intercourse frequency

Structural racism

Self-reported race

Green space

Noise

Traffic-related air pollution