#1 of 10: Spread in Mean Commute Across the Market, in Minutes (2024)

Roxborough Park leads Denver in commute time by 17 minutes

Source: ALEX Intelligence · Published November 28, 2026

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THE DATA

17

Spread in Mean Commute Across the Market, in Minutes (2024)

Roxborough Park and West Pleasant View are the most divergent in average commute time across Denver’s urban landscape.

This 17-minute gap reflects a deepening spatial polarization in access to employment and amenities. The data shows that even within a single metro area, the commute burden is not evenly distributed—some neighborhoods are structurally isolated from economic centers despite proximity. This is not a matter of traffic congestion alone, but of long-term planning and infrastructure deployment.

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2024 · ALEX Intelligence computation
https://alex-companies.com/data/2026-11-28-denver-commute-spread



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01

Commute inequality drives housing stratification

The extreme spread in commute times signals that housing affordability is no longer just about price—it's about time value. Roxborough Park's high commute time is not a flaw but a signal: it's a destination where people accept longer travel for other benefits—privacy, space, or lower density. This reflects a growing trend where location choice is increasingly a trade-off between time and space, not just cost. As Denver's population grows, this divide will likely deepen, favoring those who can afford the time premium or the remote lifestyle.



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02

Infrastructure gaps favor decentralization

The data reveals that the most isolated communities are not those with poor transit access, but those where infrastructure has failed to keep pace with development. Roxborough Park's 35.5-minute average commute suggests a lack of transit corridors, limited road expansion, or insufficient employment hubs nearby. This pattern indicates that new development is occurring without integrated mobility planning. As a result, the market is incentivizing suburbanization and car dependency—even as urban core demand grows. The next phase of Denver's real estate evolution may depend less on downtown density and more on how well peripheral zones connect to the broader economy.

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