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Running Interest in Minnesota Cities

Augie Witkowski

College of Saint Benedict/Saint John's University, AMWITKOWSKI@CSBSJU.EDU

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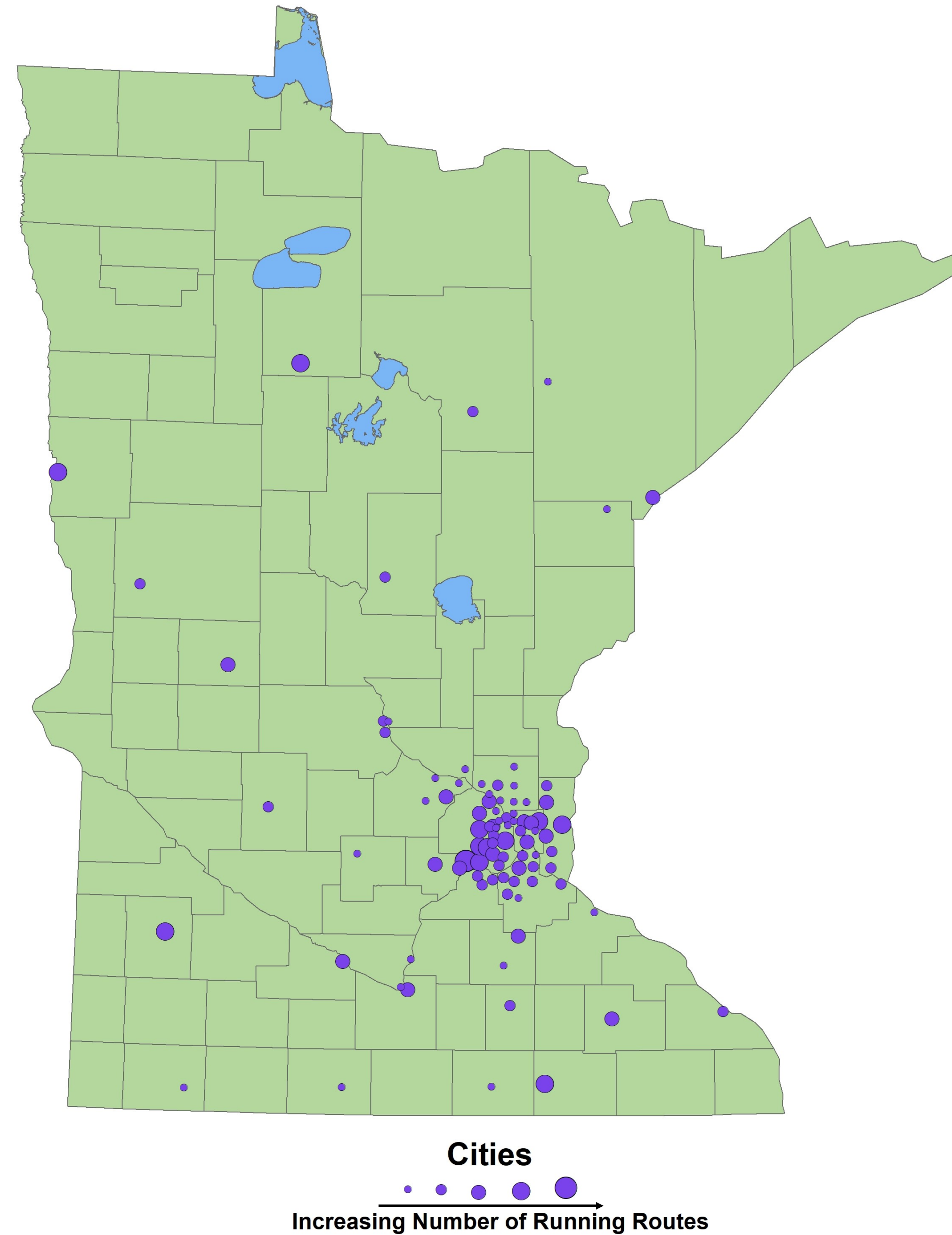
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Introduction

Running is often portrayed as an approachable sport as typically all a person needs is a good pair of shoes and somewhere to go. It can be difficult to begin to run as shoes and race registration fees can be fairly expensive. Other people and groups of people can be discouraged from running for social reasons. Running interest can also vary greatly based on location, especially if the location is rural or urban, as this can impact the safety of runners, which is often a higher concern of women runners. Studying how running interest correlates to demographic information can give insight into why people do not express interest in running. This information was studied specifically in the state of Minnesota, in cities with populations larger than 10,000 people.

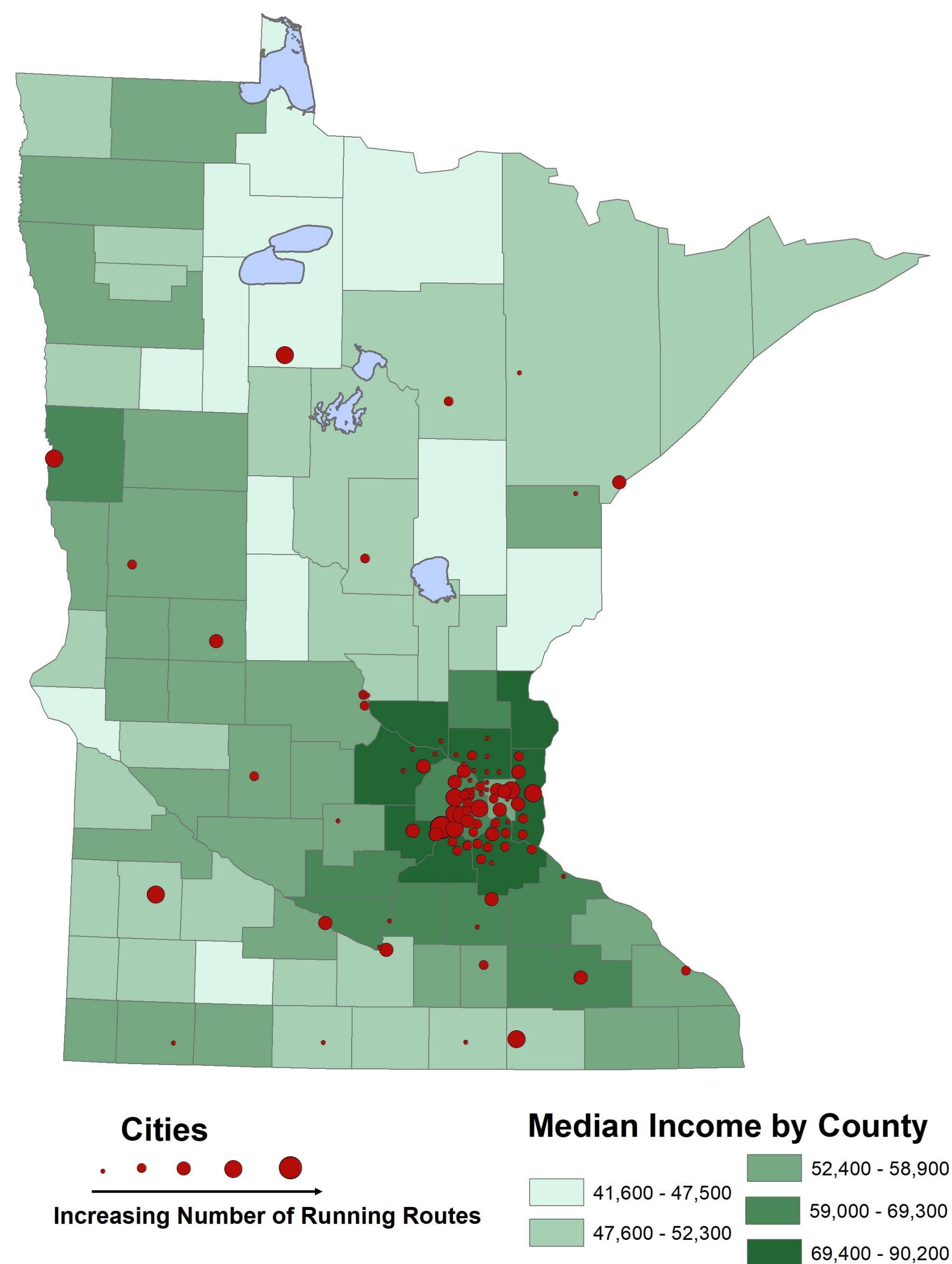
Overview of Running Interest



Conclusions

In studying the number of running routes in each city effectively the level of running interest was able to be mapped, as a person has to be invested in running enough to enter the running route map into the US Track and Field database. The amount of running routes does not correlate to population, as many smaller cities in Minnesota have a larger number of per capita running routes. In cities with more women than men the total number of running routes is double the amount of routes in cities with more men. This could be skewed as there are overall more cities with a higher female population. There is a slight correlation in running interest to county median income, as the number of running routes within the cities in the county increases as median income increases.

Median Income and Running Interest



Methods

This information was studied specifically in the state of Minnesota, in cities with populations larger than 10,000 people. Using available census data which has estimates of current population for cities across the United State. The data was downloaded and formatted for mapping. The running route information was gathered using the US Track and Field Running Route website. Each city was searched in the website and the total number of running routes in the city was recorded. The census data and running route data was mapped. The running route data was normalized for total population of each city. This data was then compared to the gender make up of each city, and to the median income of the county that it falls in by spatial and attribute joining the data to see the total number of running routes.

Running Interest and Gender

