DSC 640 – PROJECT TASK 1: DASHBOARD

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For task 1 of our class project, I am visualizing data taken from two datasets to show that airline travel is safer than motor vehicle travel. The data captures the years 1985-2014 – almost three decades of trends.

To begin, motor travel deaths were at its highest total in 1988, at 47,087 deaths. During the 1990's, the total was mostly flat, and then declined to its lowest fatality total in 2011 at 32,479. The total number of deaths stayed around that range through 2014. This does show good news – that motor vehicle deaths have decreased over the past 29 years.

However, when this total is compared to the total number of airline fatalities, it totals 9,404. This is 29% of all motor vehicle deaths in 2011, which as mentioned earlier, was the lowest number of motor vehicle deaths by year overall. If a consumer still has reservations about flying, it is recommended not to fly on China Airlines as that airline had the highest number of fatalities overall (760).

When reviewing miles traveled by vehicle or air, 1986 shows the highest total of miles traveled at 1,838,240. There were 46,087 deaths that year, giving a rate percentage of 2.510%. This total has declined over the past 29 years, ending at 1.080% in 2014. Again, this is promising that the amount of year miles has nearly doubled in three decades, yet the percentage of deaths have decreased.

Comparing this to the rate of airline fatalities traveled these miles exceed motor vehicle traveled miles. For example, China Airlines traveled 762,006,000,000 miles which averages around 26 billion miles a year. In 29 years, that rate percentage is 0.0000001%. This proves that by flying the worst airline with the most fatalities, the chance of dying by flying is much less than driving in a vehicle.

In conclusion, the visualizations provided on the dashboard demonstrate why it is safer to fly by air than to drive in a motor vehicle.

References

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