

	<b>All Fatalities from Motorcycle Crashes per Million Population</b>	<b>All Fatalities from Passenger Vehicle Crashes per Million Population</b>	<b>2014 DangerOmeter Rank</b>
Massachusetts	6.99	47.92	1
Dist of Columbia	5.46	28.46	2
Nebraska	10.60	99.32	3
New Jersey	8.18	57.42	4
Mississippi	15.07	188.15	5
Virginia	10.79	80.97	6
West Virginia	14.84	148.52	7
New York	8.62	49.31	8
Maine	12.04	95.93	9
Minnesota	9.63	59.66	10
Oregon	10.98	73.53	11
North Dakota	17.19	178.52	12
Georgia	13.69	106.43	13
Missouri	14.75	114.56	14
Illinois	11.07	63.50	15
Idaho	14.00	100.97	16
Alabama	18.04	161.19	17
Utah	11.89	70.05	18
Michigan	13.01	83.20	19
Kansas	15.41	115.72	20
Washington	10.81	55.63	21
Vermont	13.16	81.77	22
Maryland	12.18	69.74	23
Ohio	13.05	78.76	24
Rhode Island	10.45	50.09	25
California	12.34	67.78	26
Alaska	12.98	73.08	27
Louisiana	17.93	137.25	28
Iowa	15.39	93.16	29
Pennsylvania	15.48	84.31	30

Kentucky	20.04	138.88	31
Wyoming	23.35	185.53	32
Texas	18.11	110.36	33
Tennessee	20.00	132.56	34
Wisconsin	15.96	83.48	35
Connecticut	13.77	62.12	36
Oklahoma	21.91	154.66	37
North Carolina	19.27	115.74	38
Arkansas	22.26	151.02	39
Colorado	16.38	77.13	40
New Hampshire	16.07	68.99	41
Delaware	19.80	103.35	42
Indiana	19.56	99.83	43
Montana	26.98	177.95	44
New Mexico	24.11	139.28	45
Nevada	18.82	82.96	46
South Dakota	23.83	132.24	47
Arizona	21.61	100.68	48
South Carolina	28.85	152.28	49
Florida	25.19	108.21	50
Hawaii	23.21	56.97	51

By considering Fatalities (Everybody) and Population, we can make scientific comparisons between states. We rank the states by motorcycle danger weighted with the states' passenger vehicle danger. In other words, we expect that if a state has a "culture of safety" such as a good road system that reduces collisions between all vehicles, that state should have a lower motorcycle collision rate as well. This can be measured.

Every person who is killed was a part of the population. The fatalities include occupants (drivers and passengers), pedestrians, bicyclists, and all others fatally injured in crashes on public roadways by the particular vehicle body type chosen. We use the rate "Fatalities (Everybody) per Population" to model "Societal Danger."

To smooth out random fluctuations in less populated states, we average the most recent four years of data to make the comparison between states more robust. States with populations of less than a million persons are most susceptible to fluctuations when comparing year to year rankings.

The resulting table is what we call the DangerOmeter.