Historical Summary of Travel, Crashes, Fatalities, and Rates

1970 – 2000

Prepared by:

Office of Traffic and Safety
Engineering Bureau
Highway Division

In cooperation with:

Office of Driver Services
Motor Vehicle Division

October 22, 2008

Iowa Department of Transportation

Table A - 1 : STATEWIDE

SUMMARY OF TRAVEL, CRASHES, FATALITIES AND RATES IN IOWA

1970 THROUGH 2000

Year	Vehicle Miles (Millions)	Number of Crashes				Number of Fatalities	Rates Per 100 Million Vehicle Miles of Travel			
		Fatal	Injury	Property Damage	Total		Fatal Crashes	Fatalities	Fatal + Injury Crashes	Total Crashes
Minimum Property Damage Threshhold at $100										
Speed Limits: Interstate, 75 MPH Day/65 MPH Night - Primary, 70 MPH Day/60 MPH Night										
1970	16,053	752	22,324	64,666	87,742	912	4.68	5.68	144	547
1971	16,582	681	21,411	65,010	87,102	828	4.11	4.99	133	525
1972	17,127	722	23,810	67,385	91,917	875	4.22	5.11	143	537
1973	17,691	682	24,689	71,253	96,624	813	3.86	4.60	143	546
1970-1973	**67,453**	**2,837**	**92,234**	**268,314**	**363,385**	**3428**	**4.21**	**5.08**	**141**	**539**
January 1, 1974 - Maximum Speed Limit Lowered to 55 MPH on all Road Systems										
1974	17,250	583	22,851	67,683	91,117	685	3.38	3.97	136	528
July 1, 1975 - Property Damage Threshhold Raised to $250										
1975	17,853	578	23,082	71,165	94,825	674	3.24	3.78	133	531
1976 *	18,441	663	* 24,218	* 73,119	* 98,000	785	3.60	4.26	NA	NA
1977	19,028	561	22,358	64,852	87,771	640	2.95	3.36	120	461
1978	19,467	563	21,651	68,999	91,213	650	2.89	3.34	114	469
1979	18,959	566	20,727	65,676	86,969	655	2.99	3.45	112	459
1980	18,305	541	20,280	56,979	77,800	626	2.96	3.42	114	425
1974-1980	**129,303**	**4,055**	**** 130,949**	**** 395,354**	**** 529,695**	**4,715**	**3.14**	**3.65**	**** 121**	**** 478**
July 1, 1981 - Property Damage Threshhold Raised to $500										
1981	18,715	529	19,945	47,789	68,263	612	2.83	3.27	109	365
July 1, 1982 - OWI Administrative License Revocation										
1982	19,391	431	17,933	43,185	61,549	480	2.22	2.48	95	317
1983	19,712	434	18,049	42,707	61,190	510	2.20	2.59	94	310
July 1, 1984 - Child Restraint Law										
1984	20,481	376	19,378	43,064	62,818	420	1.84	2.05	96	307
1985	20,104	415	18,752	44,457	63,624	624	2.06	3.10	95	316
1986	20,481	388	18,522	42,773	61,683	441	1.89	2.15	92	301
1981-1986	**118,884**	**2,573**	**112,579**	**263,975**	**379,127**	**3,087**	**2.16**	**2.60**	**97**	**319**
January 1, 1987 - Iowa Seat Belt Law										
May 12, 1987 - Rural Interstate Speed Limit Raised to 65 MPH										
1987	**20,824**	**443**	**18,695**	**44,320**	**63,458**	**491**	**2.13**	**2.36**	**92**	**305**
December 28, 1987 - Rural Non-Interstate Freeway Speed Limits Raised to 65 MPH										
1988	21,834	494	19,123	48,284	67,901	557	2.26	2.55	90	311
1989	22,509	452	20,612	49,652	70,716	515	2.01	2.29	94	314
1990	23,165	403	20,577	50,812	71,792	464	1.74	2.00	91	310
1991	23,752	424	20,034	50,814	71,272	489	1.79	2.06	86	300
1992	24,411	388	23,011	45,862	69,261	437	1.59	1.79	96	284
1993	25,396	399	24,503	48,706	73,608	457	1.57	1.80	98	290
1988-1993	**141,067**	**2,560**	**127,860**	**294,130**	**424,550**	**2,919**	**1.81**	**2.07**	**92**	**301**
1994	26,039	416	24,927	48,705	74,048	479	1.60	1.84	97	284
1995	26,659	446	26,250	49,544	76,240	527	1.67	1.98	100	286
Beginning in 1996 Speed Limits on Selected Sections of Rural Four-Lane Divided Expressways Raised to 65 MPH										
1996	27,587	411	25,297	52,649	78,357	465	1.49	1.69	93	284
July 1, 1997 - Property Damage Threshhold Raised to $1,000										
1997	28,404	411	25,513	45,589	71,513	468	1.45	1.65	91	252
1998	29,376	386	24,471	39,184	64,041	449	1.31	1.53	85	218
1999	29,726	427	23,933	40,124	64,484	489	1.44	1.65	82	217
2000	29,821	394	23,762	40,210	64,366	445	1.32	1.49	81	216
1994-2000	**197,612**	**2,891**	**174,153**	**316,005**	**493,049**	**3,322**	**1.46**	**1.68**	**90**	**250**

*** For 1976, injury, property damage, and total crash data is not available by road system because only fatal crashes were fully coded into the data system for that year.**

**** Because of the unavailable crash data for 1976, these summary totals and rates do not include 1976 data.**

Updated October 15, 2002
Highway Division,
Engineering Bureau,
Office of Traffic and Safety
Iowa Department of Transportation

Table A - 2 : RURAL INTERSTATE

SUMMARY OF TRAVEL, CRASHES, FATALITIES AND RATES IN IOWA

1970 THROUGH 2000

Year	Vehicle Miles (Millions)	Number of Crashes				Number of Fatalities	Rates Per 100 Million Vehicle Miles of Travel			
		Fatal	Injury	Property Damage	Total		Fatal Crashes	Fatalities	Fatal + Injury Crashes	Total Crashes
Minimum Property Damage Threshhold at $100										
Speed Limits: Interstate, 75 MPH Day/65 MPH Night - Primary, 70 MPH Day/60 MPH Night										
1970	1,902	38	454	873	1,365	57	2.00	3.00	26	72
1971	2,001	25	564	1,082	1,671	31	1.25	1.55	29	84
1972	1,977	35	560	1,045	1,640	37	1.77	1.87	30	83
1973	2,039	41	633	1,266	1,940	48	2.01	2.35	33	95
1970-1973	**7,919**	**139**	**2,211**	**4,266**	**6,616**	**173**	**1.76**	**2.18**	**30**	**84**
January 1, 1974 - Maximum Speed Limit Lowered to 55 MPH on all Road Systems										
1974	1,851	23	414	881	1,318	24	1.24	1.30	24	71
July 1, 1975 - Property Damage Threshhold Raised to $250										
1975	2,000	29	511	1,272	1,812	40	1.45	2.00	27	91
1976 *	2,242	20	NA	NA	NA	27	0.89	1.20	NA	NA
1977	2,326	19	523	1,169	1,711	21	0.82	0.90	23	74
1978	2,422	27	606	1,408	2,041	28	1.11	1.16	26	84
1979	2,296	19	472	1,160	1,651	20	0.83	0.87	21	72
1980	2,246	22	467	1,170	1,659	30	0.98	1.34	22	74
1974-1980	**15,383**	**159**	** **2,993**	** **7,060**	** **10,192**	**190**	**1.03**	**1.24**	** **24**	** **78**
July 1, 1981 - Property Damage Threshhold Raised to $500										
1981	2,357	28	443	964	1,435	35	1.19	1.48	20	61
1982	2,330	15	521	1,179	1,715	22	0.64	0.94	23	74
1983	2,406	17	486	1,121	1,624	21	0.71	0.87	21	67
1984	2,620	13	466	1,100	1,579	15	0.50	0.57	18	60
1985	2,661	13	480	1,192	1,685	18	0.49	0.68	19	63
1986	2,806	13	510	1,213	1,736	14	0.46	0.50	19	62
1981-1986	**15,180**	**99**	**2,906**	**6,769**	**9,774**	**125**	**0.65**	**0.82**	**20**	**64**
May 12, 1987 - Rural Interstate Speed Limit Raised to 65 MPH										
1987	**2,962**	**21**	**502**	**1,309**	**1,832**	**23**	**0.71**	**0.78**	**18**	**62**
December 28, 1987 - Rural Non-Interstate Freeway Speed Limits Raised to 65 MPH										
1988	3,282	28	538	1,341	1,907	35	0.85	1.07	17	58
1989	3,454	26	569	1,413	2,008	28	0.75	0.81	17	58
1990	3,531	23	586	1,552	2,161	27	0.65	0.76	17	61
1991	3,565	25	589	1,625	2,239	32	0.70	0.90	17	63
1992	3,775	25	627	1,413	2,065	29	0.66	0.77	17	55
1993	3,965	29	776	1,793	2,598	34	0.73	0.86	20	66
1988-1993	**21,572**	**156**	**3,685**	**9,137**	**12,978**	**185**	**0.72**	**0.86**	**18**	**60**
1994	4,156	26	691	1,504	2,221	36	0.63	0.87	17	53
1995	4,249	19	740	1,590	2,349	26	0.45	0.61	18	55
Beginning in Mid-1996 Speed Limits on Selected Sections of Rural Four-Lane Divided Expressways Raised to 65 MPH										
1996	4,423	20	769	1,797	2,586	30	0.45	0.68	18	58
July 1, 1997 - Property Damage Threshhold Raised to $1,000										
1997	4,508	29	873	1,655	2,557	32	0.64	0.71	20	57
1998	4,794	25	771	1,447	2,243	34	0.52	0.71	17	47
1999	4,862	32	749	1,594	2,375	38	0.66	0.78	16	49
2000	4,814	32	638	1,228	1,898	36	0.66	0.75	14	39
1994-2000	**31,806**	**183**	**5,231**	**10,815**	**16,229**	**232**	**0.58**	**0.73**	**17**	**51**

*** For 1976, injury, property damage, and total crash data is not available by road system because only fatal crashes were fully coded into the data system for that year.**

**** Because of the unavailable crash data for 1976, these summary totals and rates do not include 1976 data.**

Updated October 15, 2002
Highway Division,
Engineering Bureau,
Office of Traffic and Safety
Iowa Department of Transportation

Table A - 3 : RURAL PRIMARY

SUMMARY OF TRAVEL, CRASHES, FATALITIES AND RATES IN IOWA

1970 THROUGH 2000

Year	Vehicle Miles (Millions)	Number of Crashes				Number of Fatalities	Rates Per 100 Million Vehicle Miles of Travel			
		Fatal	Injury	Property Damage	Total		Fatal Crashes	Fatalities	Fatal + Injury Crashes	Total Crashes
Minimum Property Damage Threshhold at $100										
Speed Limits: Interstate, 75 MPH Day/65 MPH Night - Primary, 70 MPH Day/60 MPH Night										
1970	5,498	317	3,991	7,041	11,349	398	5.77	7.24	78	206
1971	5,706	283	3,620	7,008	10,911	385	4.96	6.75	68	191
1972	5,560	316	4,146	7,447	11,909	397	5.68	7.14	80	214
1973	5,566	278	4,140	7,344	11,762	350	4.99	6.29	79	211
1970-1973	**22,330**	**1,194**	**15,897**	**28,840**	**45,931**	**1530**	**5.35**	**6.85**	**77**	**206**
January 1, 1974 - Maximum Speed Limit Lowered to 55 MPH on all Road Systems										
1974	5,563	224	3,091	5,777	9,092	288	4.03	5.18	60	163
July 1, 1975 - Property Damage Threshhold Raised to $250										
1975	5,494	244	3,180	6,215	9,639	296	4.44	5.39	62	175
1976 *	5,565	227	NA	NA	NA	282	4.08	5.07	NA	NA
1977	5,665	187	3,023	5,916	9,126	230	3.30	4.06	57	161
1978	6,031	185	2,883	5,900	8,968	224	3.07	3.71	51	149
1979	5,932	186	2,733	5,691	8,610	238	3.14	4.01	49	145
1980	5,644	162	2,525	5,015	7,702	198	2.87	3.51	48	136
1974-1980	**39,894**	**1,415**	**** 17,435**	**** 34,514**	**** 53,137**	**1,756**	**3.55**	**4.40**	**** 54**	**** 155**
July 1, 1981 - Property Damage Threshhold Raised to $500										
1981	5,614	161	2,514	4,322	6,997	196	2.87	3.49	48	125
1982	5,560	129	2,318	4,385	6,832	143	2.32	2.57	44	123
1983	5,676	147	2,207	4,375	6,729	180	2.59	3.17	41	119
1984	5,896	123	2,519	4,792	7,434	148	2.09	2.51	45	126
1985	5,628	153	2,194	4,827	7,174	181	2.72	3.22	42	127
1986	5,771	134	2,311	5,173	7,618	161	2.32	2.79	42	132
1981-1986	**34,145**	**847**	**14,063**	**27,874**	**42,784**	**1,009**	**2.48**	**2.96**	**44**	**125**
May 12, 1987 - Rural Interstate Speed Limit Raised to 65 MPH										
1987	**5,846**	**147**	**2,231**	**5,253**	**7,631**	**166**	**2.51**	**2.84**	**41**	**131**
December 28, 1987 - Rural Non-Interstate Freeway Speed Limits Raised to 65 MPH										
1988	6,061	160	2,295	5,644	8,099	194	2.64	3.20	41	134
1989	6,302	151	2,385	5,596	8,132	186	2.40	2.95	40	129
1990	6,540	142	2,511	6,168	8,821	174	2.17	2.66	41	135
1991	6,623	149	2,324	5,947	8,420	188	2.25	2.84	37	127
1992	6,883	119	2,604	5,597	8,320	143	1.73	2.08	40	121
1993	7,122	137	2,761	5,908	8,806	165	1.92	2.32	41	124
1988-1993	**39,531**	**858**	**14,880**	**34,860**	**50,598**	**1,050**	**2.17**	**2.66**	**40**	**128**
1994	7,286	126	2,699	5,754	8,579	150	1.73	2.06	39	118
1995	7,383	163	2,879	6,331	9,373	207	2.21	2.80	41	127
Beginning in 1996 Speed Limits on Selected Sections of Rural Four-Lane Divided Expressways Raised to 65 MPH										
1996	7,582	149	3,046	7,156	10,351	166	1.97	2.19	42	137
July 1, 1997 - Property Damage Threshhold Raised to $1,000										
1997	7,837	133	3,201	6,534	9,868	167	1.70	2.13	43	126
1998	8,142	140	2,989	5,838	8,967	170	1.72	2.09	38	110
1999	8,138	167	2,923	5,880	8,970	200	2.05	2.46	38	110
2000	8,049	125	3,153	6,167	9,445	155	1.55	1.93	41	117
1994-2000	**54,417**	**1,003**	**20,890**	**43,660**	**65,553**	**1,215**	**1.84**	**2.23**	**40**	**120**

*** For 1976, injury, property damage, and total crash data is not available by road system because only fatal crashes were fully coded into the data system for that year.**

**** Because of the unavailable crash data for 1976, these summary totals and rates do not include 1976 data.**

Updated October 15+I8, 2002
Highway Division,
Engineering Bureau,
Office of Traffic and Safety
Iowa Department of Transportation

Table A - 4 : RURAL SECONDARY (County Roads)

SUMMARY OF TRAVEL, CRASHES, FATALITIES AND RATES IN IOWA

1970 THROUGH 2000

Year	Vehicle Miles (Millions)	Number of Crashes				Number of Fatalities	Rates Per 100 Million Vehicle Miles of Travel			
		Fatal	Injury	Property Damage	Total		Fatal Crashes	Fatalities	Fatal+Injury Crashes	Total Crashes
Minimum Property Damage Threshhold at $100										
Speed Limits: Interstate, 75 MPH Day/65 MPH Night - Primary, 70 MPH Day/60 MPH Night										
1970	2,908	199	3,834	6,573	10,606	237	6.84	8.15	139	365
1971	2,981	202	3,630	6,624	10,456	230	6.78	7.72	129	351
1972	3,049	204	3,851	6,554	10,609	258	6.69	8.46	133	348
1973	3,144	203	3,820	6,997	11,020	241	6.46	7.67	128	351
1970-1973	**12,082**	**808**	**15,135**	**26,748**	**42,691**	**966**	**6.69**	**8.00**	**132**	**353**
January 1, 1974 - Maximum Speed Limit Lowered to 55 MPH on all Road Systems										
1974	3,206	166	3,925	6,923	11,014	188	5.18	5.86	128	344
July 1, 1975 - Property Damage Threshhold Raised to $250										
1975	3,289	169	3,931	7,523	11,623	194	5.14	5.90	125	353
1976 *	3,335	223	NA	NA	NA	264	6.69	7.92	NA	NA
1977	3,377	167	4,058	7,445	11,670	191	4.95	5.66	125	346
1978	3,443	183	3,943	7,607	11,733	205	5.32	5.95	120	341
1979	3,365	193	3,877	7,142	11,212	217	5.74	6.45	121	333
1980	3,289	188	4,083	6,831	11,102	212	5.72	6.45	130	338
1974-1980	**23,304**	**1,289**	** **23,817**	** **43,471**	** **68,354**	**1,471**	**5.53**	**6.31**	** **125**	** **342**
July 1, 1981 - Property Damage Threshhold Raised to $500										
1981	3,433	173	4,175	6,163	10,511	201	5.04	5.85	127	306
1982	3,762	151	3,483	5,216	8,850	176	4.01	4.68	97	235
1983	3,816	148	3,208	5,184	8,540	172	3.88	4.51	88	224
1984	3,834	137	3,572	5,309	9,018	146	3.57	3.81	97	235
1985	3,686	139	3,402	5,300	8,841	157	3.77	4.26	96	240
1986	3,612	129	3,438	5,679	9,246	145	3.57	4.01	99	256
1981-1986	**22,143**	**877**	**21,278**	**32,851**	**55,006**	**997**	**3.96**	**4.50**	**100**	**248**
May 12, 1987 - Rural Interstate Speed Limit Raised to 65 MPH										
1987	**3,632**	**142**	**3,725**	**5,877**	**9,744**	**163**	**3.91**	**4.49**	**106**	**268**
December 28, 1987 - Rural Non-Interstate Freeway Speed Limits Raised to 65 MPH										
1988	3,743	160	3,810	6,357	10,327	174	4.27	4.65	106	276
1989	3,856	137	3,791	6,545	10,473	153	3.55	3.97	102	272
1990	3,995	121	3,694	6,464	10,279	139	3.03	3.48	95	257
1991	4,095	143	3,485	6,453	10,081	156	3.49	3.81	89	246
1992	4,164	134	3,862	6,074	10,070	153	3.22	3.67	96	242
1993	4,260	128	3,679	6,229	10,036	147	3.00	3.45	89	236
1988-1993	**24,113**	**823**	**22,321**	**38,122**	**61,266**	**922**	**3.41**	**3.82**	**96**	**254**
1994	4,301	150	4,032	6,748	10,930	166	3.49	3.86	97	254
1995	4,336	155	4,243	7,050	11,448	178	3.57	4.11	101	264
Beginning in 1996 Speed Limits on Selected Sections of Rural Four-Lane Divided Expressways Raised to 65 MPH										
1996	4,412	144	4,105	7,600	11,849	163	3.26	3.69	96	269
July 1, 1997 - Property Damage Threshhold Raised to $1,000										
1997	4,558	133	4,048	6,755	10,936	144	2.92	3.16	92	240
1998	4,612	122	3,879	5,772	9,773	134	2.65	2.91	87	212
1999	4,873	133	3,935	5,879	9,947	148	2.73	3.04	83	204
2000	4,958	148	5,060	9,773	14,981	158	2.99	3.19	105	302
1994-2000	**32,050**	**985**	**29,302**	**49,577**	**79,864**	**1,091**	**3.07**	**3.40**	**94**	**249**

*** For 1976, injury, property damage, and total crash data is not available by road system because only fatal crashes were fully coded into the data system for that year.**

**** Because of the unavailable crash data for 1976, these summary totals and rates do not include 1976 data.**

Updated October 15, 2002
Highway Division,
Engineering Bureau,
Office of Traffic and Safety
Iowa Department of Transportation

Table A - 5 : RURAL TOTALS

SUMMARY OF TRAVEL, CRASHES, FATALITIES AND RATES IN IOWA

1970 THROUGH 2000

Year	Vehicle Miles (Millions)	Number of Crashes				Number of Fatalities	Rates Per 100 Million Vehicle Miles of Travel			
		Fatal	Injury	Property Damage	Total		Fatal Crashes	Fatalities	Fatal+Injury Crashes	Total Crashes
Minimum Property Damage Threshhold at $100										
Speed Limits: Interstate, 75 MPH Day/65 MPH Night - Primary, 70 MPH Day/60 MPH Night										
1970	10,308	554	8,279	14,487	23,320	692	5.37	6.71	86	226
1971	10,608	510	7,814	14,714	23,038	646	4.81	6.09	78	217
1972	10,586	555	8,557	15,046	24,158	692	5.24	6.54	86	228
1973	10,749	522	8,593	15,637	24,752	639	4.86	5.94	85	230
1970-1973	**42,251**	**2,141**	**33,243**	**59,884**	**95,268**	**2,669**	**5.07**	**6.32**	**84**	**225**
January 1, 1974 - Maximum Speed Limit Lowered to 55 MPH on all Road Systems										
1974	10,620	413	7,430	13,581	21,424	500	3.89	4.71	74	202
July 1, 1975 - Property Damage Threshhold Raised to $250										
1975	10,783	442	7,622	15,010	23,074	530	4.10	4.92	75	214
1976 *	11,142	470	NA	NA	NA	573	4.22	5.14	NA	NA
1977	11,368	373	7,604	14,530	22,507	442	3.28	3.89	70	198
1978	11,896	395	7,432	14,915	22,742	457	3.32	3.84	66	191
1979	11,593	398	7,082	13,993	21,473	475	3.43	4.10	65	185
1980	11,179	372	7,075	13,016	20,463	440	3.33	3.94	67	183
1974-1980	**78,581**	**2,863**	**** 44,245**	**** 85,045**	**** 131,683**	**3,417**	**3.64**	**4.35**	**** 69**	**** 195**
July 1, 1981 - Property Damage Threshhold Raised to $500										
1981	11,404	362	7,132	11,449	18,943	432	3.17	3.79	66	166
1982	11,652	295	6,322	10,780	17,397	341	2.53	2.93	57	149
1983	11,898	312	5,901	10,680	16,893	373	2.62	3.13	52	142
1984	12,350	273	6,557	11,201	18,031	309	2.21	2.50	55	146
1985	11,975	305	6,076	11,319	17,700	356	2.55	2.97	53	148
1986	12,189	276	6,259	12,065	18,600	320	2.26	2.63	54	153
1981-1986	**71,468**	**1,823**	**38,247**	**67,494**	**107,564**	**2,131**	**2.55**	**2.98**	**56**	**151**
May 12, 1987 - Rural Interstate Speed Limit Raised to 65 MPH										
1987	**12,440**	**310**	**6,458**	**12,439**	**19,207**	**352**	**2.49**	**2.83**	**54**	**154**
December 28, 1987 - Rural Non-Interstate Freeway Speed Limits Raised to 65 MPH										
1988	13,086	348	6,643	13,342	20,333	403	2.66	3.08	53	155
1989	13,612	314	6,745	13,554	20,613	367	2.31	2.70	52	151
1990	14,066	286	6,791	14,184	21,261	340	2.03	2.42	50	151
1991	14,283	317	6,398	14,025	20,740	376	2.22	2.63	47	145
1992	14,822	278	7,093	13,084	20,455	325	1.88	2.19	50	138
1993	15,347	294	7,216	13,930	21,440	346	1.92	2.25	49	140
1988-1993	**85,216**	**1,837**	**40,886**	**82,119**	**124,842**	**2,157**	**2.16**	**2.53**	**50**	**147**
1994	15,743	302	7,422	14,006	21,730	352	1.92	2.24	49	138
1995	15,968	337	7,862	14,971	23,170	411	2.11	2.57	51	145
Beginning in 1996 Speed Limits on Selected Sections of Rural Four-Lane Divided Expressways Raised to 65 MPH										
1996	16,417	313	7,920	16,553	24,786	359	1.91	2.19	50	151
July 1, 1997 - Property Damage Threshhold Raised to $1,000										
1997	16,903	295	8,122	14,944	23,361	343	1.75	2.03	50	138
1998	17,548	287	7,639	13,057	20,983	338	1.64	1.93	45	120
1999	17,873	332	7,607	13,353	21,292	386	1.86	2.16	44	119
2000	17,821	305	8,851	17,168	26,324	349	1.71	1.96	51	148
1994-2000	**118,273**	**2,171**	**55,423**	**104,052**	**161,646**	**2,538**	**1.84**	**2.15**	**49**	**137**

*** For 1976, injury, property damage, and total crash data is not available by road system because only fatal crashes were fully coded into the data system for that year.**

**** Because of the unavailable crash data for 1976, these summary totals and rates do not include 1976 data.**

Updated October 15, 2002
Highway Division,
Engineering Bureau,
Office of Traffic and Safety
Iowa Department of Transportation

Table A - 6 : MUNICIPAL INTERSTATE

SUMMARY OF TRAVEL, CRASHES, FATALITIES AND RATES IN IOWA

1970 THROUGH 2000

Year	Vehicle Miles (Millions)	Number of Crashes				Number of Fatalities	Rates Per 100 Million Vehicle Miles of Travel			
		Fatal	Injury	Property Damage	Total		Fatal Crashes	Fatalities	Fatal+Injury Crashes	Total Crashes
Minimum Property Damage Threshhold at $100										
Speed Limits: Interstate, 75 MPH Day/65 MPH Night - Primary, 70 MPH Day/60 MPH Night										
1970	404	9	239	582	830	16	2.23	3.96	61	205
1971	471	5	263	698	966	6	1.06	1.27	57	205
1972	490	4	326	827	1,157	5	0.82	1.02	67	236
1973	517	8	426	1,047	1,481	9	1.55	1.74	84	286
1970-1973	**1,882**	**26**	**1,254**	**3,154**	**4,434**	**36**	**1.38**	**1.91**	**68**	**236**
January 1, 1974 - Maximum Speed Limit Lowered to 55 MPH on all Road Systems										
1974	517	6	320	871	1,197	6	1.16	1.16	63	232
July 1, 1975 - Property Damage Threshhold Raised to $250										
1975	545	5	295	810	1,110	6	0.92	1.10	55	204
1976 *	600	13	NA	NA	NA	14	2.17	2.33	NA	NA
1977	624	6	383	985	1,374	6	0.96	0.96	62	220
1978	665	7	378	1,130	1,515	8	1.05	1.20	58	228
1979	654	7	396	962	1,365	7	1.07	1.07	62	209
1980	656	7	320	935	1,262	8	1.07	1.22	50	192
1974-1980	**4,261**	**51**	**2,092 ******	**5,693 ******	**7,823 ******	**55**	**1.20**	**1.29**	**58 ******	**214 ******
July 1, 1981 - Property Damage Threshhold Raised to $500										
1981	686	7	354	838	1,199	7	1.02	1.02	53	175
1982	704	9	396	865	1,270	9	1.28	1.28	58	180
1983	716	16	454	946	1,416	21	2.23	2.93	66	198
1984	867	12	500	1,018	1,530	14	1.38	1.61	59	176
1985	882	9	507	1,124	1,640	9	1.02	1.02	59	186
1986	939	7	486	1,046	1,539	7	0.75	0.75	53	164
1981-1986	**4,794**	**60**	**2,697**	**5,837**	**8,594**	**67**	**1.25**	**1.40**	**58**	**179**
May 12, 1987 - Rural Interstate Speed Limit Raised to 65 MPH										
1987	**988**	**8**	**486**	**1,061**	**1,555**	**8**	**0.81**	**0.81**	**50**	**157**
December 28, 1987 - Rural Non-Interstate Freeway Speed Limits Raised to 65 MPH										
1988	1,112	11	384	993	1,388	12	0.99	1.08	36	125
1989	1,174	11	484	1,104	1,599	11	0.94	0.94	42	136
1990	1,244	9	464	1,002	1,475	9	0.72	0.72	38	119
1991	1,283	5	608	1,391	2,004	6	0.39	0.47	48	156
1992	1,330	12	668	1,322	2,002	12	0.90	0.90	51	151
1993	1,435	11	888	1,509	2,408	11	0.77	0.77	63	168
1988-1993	**7,578**	**59**	**3,496**	**7,321**	**10,876**	**61**	**0.78**	**0.80**	**47**	**144**
1994	1,468	14	848	1,349	2,211	14	0.95	0.95	59	151
1995	1,542	2	878	1,402	2,282	2	0.13	0.13	57	148
Beginning in 1996 Speed Limits on Selected Sections of Rural Four-Lane Divided Expressways Raised to 65 MPH										
1996	1,729	12	919	1,475	2,406	12	0.69	0.69	54	139
July 1, 1997 - Property Damage Threshhold Raised to $1,000										
1997	1,772	7	1,067	1,448	2,522	8	0.40	0.45	61	142
1998	1,833	9	961	1,222	2,192	12	0.49	0.65	53	120
1999	1,856	17	968	1,295	2,280	19	0.92	1.02	53	123
2000	2,022	13	1,136	1,618	2,767	18	0.64	0.89	57	137
1994-2000	**12,222**	**74**	**6,777**	**9,809**	**16,660**	**85**	**0.61**	**0.70**	**56**	**136**

*** For 1976, injury, property damage, and total crash data is not available by road system because only fatal crashes were fully coded into the data system for that year.**

**** Because of the unavailable crash data for 1976, these summary totals and rates do not include 1976 data.**

Updated October 15, 2002
Highway Division,
Engineering Bureau,
Office of Traffic and Safety
Iowa Department of Transportation

Table A - 7 : MUNICIPAL PRIMARY

SUMMARY OF TRAVEL, CRASHES, FATALITIES AND RATES IN IOWA

1970 THROUGH 2000

Year	Vehicle Miles (Millions)	Number of Crashes				Number of Fatalities	Rates Per 100 Million Vehicle Miles of Travel			
		Fatal	Injury	Property Damage	Total		Fatal Crashes	Fatalities	Fatal+Injury Crashes	Total Crashes
Minimum Property Damage Threshhold at $100										
Speed Limits: Interstate, 75 MPH Day/65 MPH Night - Primary, 70 MPH Day/60 MPH Night										
1970	2,121	82	4,899	14,307	19,288	93	3.87	4.38	235	909
1971	2,216	86	4,548	14,084	18,718	94	3.88	4.24	209	845
1972	2,276	65	5,317	14,739	20,121	71	2.86	3.12	236	884
1973	2,319	75	5,461	15,327	20,863	83	3.23	3.58	239	900
1970-1973	**8,932**	**308**	**20,225**	**58,457**	**78,990**	**341**	**3.45**	**3.82**	**230**	**884**
January 1, 1974 - Maximum Speed Limit Lowered to 55 MPH on all Road Systems										
1974	2,321	78	5,400	15,771	21,249	88	3.36	3.79	236	916
July 1, 1975 - Property Damage Threshhold Raised to $250										
1975	2,320	58	5,274	15,323	20,655	61	2.50	2.63	230	890
1976 *	2,370	83	NA	NA	NA	90	3.50	3.80	NA	NA
1977	2,429	73	5,319	15,769	21,161	81	3.01	3.33	222	871
1978	2,580	79	5,233	16,823	22,135	95	3.06	3.68	206	858
1979	2,483	65	4,720	15,515	20,300	69	2.62	2.78	193	818
1980	2,398	88	4,613	12,862	17,563	100	3.67	4.17	196	732
1974-1980	**16,901**	**524**	**** 30,559**	**** 92,063**	**** 123,063**	**584**	**3.10**	**3.46**	**** 213**	**** 847**
July 1, 1981 - Property Damage Threshhold Raised to $500										
1981	2,372	77	4,359	10,954	15,390	84	3.25	3.54	187	649
1982	2,365	68	3,917	9,522	13,507	70	2.88	2.96	168	571
1983	2,375	53	4,074	9,441	13,568	61	2.23	2.57	174	571
1984	2,509	44	4,358	9,679	14,081	49	1.75	1.95	175	561
1985	2,448	48	4,254	9,638	13,940	55	1.96	2.25	176	569
1986	2,440	43	3,984	8,919	12,946	46	1.76	1.89	165	531
1981-1986	**14,509**	**333**	**24,946**	**58,153**	**83,432**	**365**	**2.30**	**2.52**	**174**	**575**
May 12, 1987 - Rural Interstate Speed Limit Raised to 65 MPH										
1987	**2,411**	**55**	**4,004**	**9,601**	**13,660**	**59**	**2.28**	**2.45**	**168**	**567**
December 28, 1987 - Rural Non-Interstate Freeway Speed Limits Raised to 65 MPH										
1988	2,521	56	4,218	10,327	14,601	60	2.22	2.38	170	579
1989	2,644	64	4,749	10,692	15,505	71	2.42	2.69	182	586
1990	2,749	50	4,629	10,806	15,485	56	1.82	2.04	170	563
1991	2,775	45	4,550	10,572	15,167	45	1.62	1.62	166	547
1992	2,842	32	5,499	9,397	14,928	34	1.13	1.20	195	525
1993	2,935	46	5,736	9,793	15,575	47	1.57	1.60	197	531
1988-1993	**16,466**	**293**	**29,381**	**61,587**	**91,261**	**313**	**1.78**	**1.90**	**180**	**554**
1994	2,966	40	5,696	9,367	15,103	43	1.35	1.45	193	509
1995	3,037	47	5,934	9,337	15,318	51	1.55	1.68	197	504
Beginning in 1996 Speed Limits on Selected Sections of Rural Four-Lane Divided Expressways Raised to 65 MPH										
1996	3,119	36	5,605	9,492	15,133	39	1.15	1.25	181	485
July 1, 1997 - Property Damage Threshhold Raised to $1,000										
1997	3,232	46	5,588	8,434	14,068	51	1.42	1.58	174	435
1998	3,318	37	5,737	7,826	13,600	42	1.12	1.27	174	410
1999	3,343	29	5,358	7,402	12,789	30	0.87	0.90	161	383
2000	3,287	26	4,802	6,468	11,296	26	0.79	0.79	147	344
1994-2000	**22,302**	**261**	**38,720**	**58,326**	**97,307**	**282**	**1.17**	**1.26**	**175**	**436**

*** For 1976, injury, property damage, and total crash data is not available by road system because only fatal crashes were fully coded into the data system for that year.**

**** Because of the unavailable crash data for 1976, these summary totals and rates do not include 1976 data.**

Updated October 15, 2002
Highway Division,
Engineering Bureau,
Office of Traffic and Safety
Iowa Department of Transportation

Table A - 8 : CITY STREETS

SUMMARY OF TRAVEL, CRASHES, FATALITIES AND RATES IN IOWA

1970 THROUGH 2000

Year	Vehicle Miles (Millions)	Number of Crashes				Number of Fatalities	Rates Per 100 Million Vehicle Miles of Travel			
		Fatal	Injury	Property Damage	Total		Fatal Crashes	Fatalities	Fatal+Injury Crashes	Total Crashes
Minimum Property Damage Threshhold at $100										
Speed Limits: Interstate, 75 MPH Day/65 MPH Night - Primary, 70 MPH Day/60 MPH Night										
1970	3,220	107	8,907	35,290	44,304	111	3.32	3.45	280	1,376
1971	3,207	80	8,786	35,514	44,380	82	2.49	2.56	276	1,384
1972	3,775	98	9,610	36,773	46,481	107	2.60	2.83	257	1,231
1973	4,106	77	10,209	39,242	49,528	82	1.88	2.00	251	1,206
1970-1973	**14,308**	**362**	**37,512**	**146,819**	**184,693**	**382**	**2.53**	**2.67**	**265**	**1,291**
January 1, 1974 - Maximum Speed Limit Lowered to 55 MPH on all Road Systems										
1974	3,792	86	9,701	37,460	47,247	91	2.27	2.40	258	1,246
July 1, 1975 - Property Damage Threshhold Raised to $250										
1975	4,205	73	9,891	40,022	49,986	77	1.74	1.83	237	1189
1976 *	4,329	97	NA	NA	NA	108	2.24	2.49	NA	NA
1977	4,607	109	9,052	33,568	42,729	111	2.37	2.41	199	927
1978	4,326	82	8,608	36,131	44,821	90	1.90	2.08	201	1036
1979	4,229	96	8,529	35,206	43,831	104	2.27	2.46	204	1036
1980	4,072	74	8,272	30,166	38,512	78	1.82	1.92	205	946
1974-1980	**29,560**	**617**	**** 54,053**	**** 212,553**	**** 267,126**	**659**	**2.09**	**2.23**	**** 216**	**** 1059**
July 1, 1981 - Property Damage Threshhold Raised to $500										
1981	4,253	83	8,100	24,548	32,731	89	1.95	2.09	192	770
1982	4,670	59	7,298	22,018	29,375	60	1.26	1.28	158	629
1983	4,723	53	7,620	21,640	29,313	55	1.12	1.16	162	621
1984	4,755	47	7,963	21,166	29,176	48	0.99	1.01	168	614
1985	4,799	53	7,915	22,376	30,344	53	1.10	1.10	166	632
1986	4,913	62	7,793	20,743	28,598	68	1.26	1.38	160	582
1981-1986	**28,113**	**357**	**46,689**	**132,491**	**179,537**	**373**	**1.27**	**1.33**	**167**	**639**
May 12, 1987 - Rural Interstate Speed Limit Raised to 65 MPH										
1987	**4,985**	**70**	**7,747**	**21,219**	**29,036**	**72**	**1.40**	**1.44**	**157**	**582**
December 28, 1987 - Rural Non-Interstate Freeway Speed Limits Raised to 65 MPH										
1988	5,115	79	7,878	23,622	31,579	82	1.54	1.60	156	617
1989	5,079	63	8,634	24,302	32,999	66	1.24	1.30	171	650
1990	5,106	58	8,693	24,820	33,571	59	1.14	1.16	171	657
1991	5,231	57	8,478	24,826	33,361	62	1.09	1.19	163	638
1992	5,417	66	9,751	22,059	31,876	66	1.22	1.22	181	588
1993	5,679	48	10,663	23,474	34,185	53	0.85	0.93	189	602
1988-1993	**31,627**	**371**	**54,097**	**143,103**	**197,571**	**388**	**1.17**	**1.23**	**172**	**625**
1994	5,862	60	10,961	23,983	35,004	70	1.02	1.19	188	597
1995	6,112	60	11,576	23,834	35,470	63	0.98	1.03	190	580
Beginning in 1996 Speed Limits on Selected Sections of Rural Four-Lane Divided Expressways Raised to 65 MPH										
1996	6,322	50	10,853	25,129	36,032	55	0.79	0.87	172	570
July 1, 1997 - Property Damage Threshhold Raised to $1,000										
1997	6,497	63	10,736	20,763	31,562	66	0.97	1.02	166	486
1998	6,677	53	10,134	17,079	27,266	57	0.79	0.85	153	408
1999	6,654	49	10,000	18,074	28,123	54	0.74	0.81	151	423
2000	6,691	50	8,973	14,956	23,979	52	0.75	0.78	135	358
1994-2000	**44,815**	**385**	**73,233**	**143,818**	**217,436**	**417**	**0.86**	**0.93**	**164**	**485**

*** For 1976, injury, property damage, and total crash data is not available by road system because only fatal crashes were fully coded into the data system for that year.**

**** Because of the unavailable crash data for 1976, these summary totals and rates do not include 1976 data.**

Updated October 15, 2002
Highway Division,
Engineering Bureau,
Office of Traffic and Safety
Iowa Department of Transportation

Table A - 9 : MUNICIPAL TOTALS

SUMMARY OF TRAVEL, CRASHES, FATALITIES AND RATES IN IOWA

1970 THROUGH 2000

Year	Vehicle Miles (Millions)	Number of Crashes				Number of Fatalities	Rates Per 100 Million Vehicle Miles of Travel			
		Fatal	Injury	Property Damage	Total		Fatal Crashes	Fatalities	Fatal+Injury Crashes	Total Crashes
Minimum Property Damage Threshhold at $100										
Speed Limits: Interstate, 75 MPH Day/65 MPH Night - Primary, 70 MPH Day/60 MPH Night										
1970	5,745	198	14,045	50,179	64,422	220	3.45	3.83	248	1,121
1971	5,894	171	13,597	50,296	64,064	182	2.90	3.09	234	1,087
1972	6,541	167	15,253	52,339	67,759	183	2.55	2.80	236	1,036
1973	6,942	160	16,096	55,616	71,872	174	2.30	2.51	234	1,035
1970-1973	**25,122**	**696**	**58,991**	**208,430**	**268,117**	**759**	**2.77**	**3.02**	**238**	**1,067**
January 1, 1974 - Maximum Speed Limit Lowered to 55 MPH on all Road Systems										
1974	6,630	170	15,421	54,102	69,693	185	2.56	2.79	235	1,051
July 1, 1975 - Property Damage Threshhold Raised to $250										
1975	7,070	136	15,460	56,155	71,751	144	1.92	2.04	221	1,015
1976 *	7,299	193	NA	NA	NA	212	2.64	2.90	NA	NA
1977	7,660	188	14,754	50,322	65,264	198	2.45	2.58	195	852
1978	7,571	168	14,219	54,084	68,471	193	2.22	2.55	190	904
1979	7,366	168	13,645	51,683	65,496	180	2.28	2.44	188	889
1980	7,125	169	13,205	43,963	57,337	186	2.37	2.61	188	805
1974-1980	**50,721**	**1,192**	** **86,704**	** **310,309**	** **398,012**	**1,298**	**2.35**	**2.56**	** **202**	** **917**
July 1, 1981 - Property Damage Threshhold Raised to $500										
1981	7,311	167	12,813	36,340	49,320	180	2.28	2.46	178	675
1982	7,739	136	11,611	32,405	44,152	139	1.76	1.80	152	571
1983	7,814	122	12,148	32,027	44,297	137	1.56	1.75	157	567
1984	8,131	103	12,821	31,863	44,787	111	1.27	1.37	159	551
1985	8,129	110	12,676	33,138	45,924	117	1.35	1.44	157	565
1986	8,292	112	12,263	30,708	43,083	121	1.35	1.46	149	520
1981-1986	**47,416**	**750**	**74,332**	**196,481**	**271,563**	**805**	**1.58**	**1.70**	**158**	**573**
May 12, 1987 - Rural Interstate Speed Limit Raised to 65 MPH										
1987	**8,384**	**133**	**12,237**	**31,881**	**44,251**	**139**	**1.59**	**1.66**	**148**	**528**
December 28, 1987 - Rural Non-Interstate Freeway Speed Limits Raised to 65 MPH										
1988	8,748	146	12,480	34,942	47,568	154	1.67	1.76	144	544
1989	8,897	138	13,867	36,098	50,103	148	1.55	1.66	157	563
1990	9,099	117	13,786	36,628	50,531	124	1.29	1.36	153	555
1991	9,289	107	13,636	36,789	50,532	113	1.15	1.22	148	544
1992	9,589	110	15,918	32,778	48,806	112	1.15	1.17	167	509
1993	10,049	105	17,287	34,776	52,168	111	1.04	1.10	173	519
1988-1993	**55,671**	**723**	**86,974**	**212,011**	**299,708**	**762**	**1.30**	**1.37**	**158**	**538**
1994	10,296	114	17,505	34,699	52,318	127	1.11	1.23	171	508
1995	10,691	109	18,388	34,573	53,070	116	1.02	1.09	173	496
Beginning in 1996 Speed Limits on Selected Sections of Rural Four-Lane Divided Expressways Raised to 65 MPH										
1996	11,170	98	17,377	36,096	53,571	106	0.88	0.95	156	480
July 1, 1997 - Property Damage Threshhold Raised to $1,000										
1997	11,501	116	17,391	30,645	48,152	125	1.01	1.09	152	419
1998	11,828	99	16,832	26,127	43,058	111	0.84	0.94	143	364
1999	11,853	95	16,326	26,771	43,192	103	0.80	0.87	139	364
2000	12,000	89	14,911	23,042	38,042	96	0.74	0.80	125	317
1994-2000	**79,339**	**720**	**118,730**	**211,953**	**331,403**	**784**	**0.91**	**0.99**	**151**	**418**

*** For 1976, injury, property damage, and total crash data is not available by road system because only fatal crashes were fully coded into the data system for that year.**

**** Because of the unavailable crash data for 1976, these summary totals and rates do not include 1976 data.**

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Highway Division,
Engineering Bureau,
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Iowa Department of Transportation