

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 Threshold 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 Threshold Raised to \$250										
1975	4,205	73	9,891	40,022	49,986	77	1.74	1.83	237	1,189
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	1,036
1979	4,229	96	8,529	35,206	43,831	104	2.27	2.46	204	1,036
1980	4,072	74	8,272	30,166	38,512	78	1.82	1.92	205	946
1974-1980	29,560	617	**	**	**	659	2.09	2.23	**	**
1974-1980										
July 1, 1981 - Property Damage Threshold 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
Beginning in 1996 Speed Limits on Selected Sections of Rural Four-Lane Divided Expressways Raised to 65 MPH										
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 Threshold 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.

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