

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 Threshold 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 Threshold 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 Threshold 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 Threshold 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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