

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 Threshold 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 Threshold 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 Threshold 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 Threshold 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.

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