

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 Threshold 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 Threshold 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 Threshold 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 Threshold 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.

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