

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 Threshold 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 Threshold 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 Threshold 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 Threshold 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.

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