

Theory of Change Logic Model to Eliminate Violent Child Death and Injury from Traffic Crashes Developed by Salud America!

Barriers/Assumptions	Activities/Strategies		Preconditions/ Domino Effect	Early Outcomes Indicators/ Requirements	Preconditions (real/perceived)	Outputs	Intermediate Outcomes/ Performance Measures	Ultimate Outcome																													
<p>Sprawling auto-dependent cities that require private vehicle ownership just to participate in the workforce and society</p> <p>Overemphasis on moving vehicles quickly rather than moving people safely</p> <p>Preserving the engineering standards and guidance that created our unsafe conditions</p> <p>Hidden/unspoken values among transportation engineers regarding the prioritization of speed vs. safety</p> <p>Lack of public and political will to slow vehicles</p> <p>Misconceptions regarding transportation finance to include the cost to maintain highways and the extent to which driving is subsidized</p> <p>Failure to identify crash hot spots</p> <p>Growing size/weight of vehicles</p> <p>Association of vehicles with independence and freedom</p> <p>Overemphasis on safety for those inside a vehicle vs 1those outside</p> <p>Inadequate crash safety tests</p> <p>Overemphasis on individual behavior change rather than systems change</p> <p>Victim-blaming, system justification, and mobility-thinking</p> <p>Reliance on autonomous vehicles to improve safety</p> <p>State preemption of safety strategies, like red light cameras</p>	Urban Design	Reduce posted speed limits, implement traffic calming measures, and improve sidewalks, bike lanes, and public transit	Increased discussion about hidden values	Greater investment in traffic crash hotspots	No decline in public health, safety, or welfare	Equitable implementation of Vision Zero and Complete Streets	Reduction in traffic injury and death	<p>Zero traffic deaths and serious injuries among children and adults</p>																													
		Target safety measures in crash hot spot areas																																			
		End the application of “forgiving” design standards in urban areas																																			
		Prioritize compact, mixed-use land use																																			
	Vehicle Design	Consider child occupant protection and pedestrian head and leg impact protection in vehicle safety tests							Increased critique of megacars, forgiving roadway design standards in urban areas, and vehicle safety tests	Greater investment in technical assistance to build capacity to address safety	No decline in access to destinations	Modification of the federal standards and guidance to adopt a Safe System Approach and encourage creating roadways to “self-enforce” speed limits	Reduction in traffic injury and death across age, gender, race/ethnicity, and income																								
		Eliminate vehicle blind spots																																			
		Reduce weight and size of vehicles and lower height of bumper																																			
		Improve safety technologies that sense people outside the vehicle																																			
	Driving Regulation	Adopt ignition interlock system program												Shift from mobility thinking to accessibility thinking	Lower posted speed limits in urban areas	No decline in economic development	Modification of engineering accreditation standards to reflect a Safe System Approach	Reduction in traffic crashes																			
		Require additional license and insurance to operate a megacar																																			
	Planning and Engineering Standards	Launch a comprehensive Complete Streets Initiative and provide technical assistance to communities																	Reduced victim-blaming and system justification	Fewer roadway expansion projects prioritized and funded	No decline in population density	Modification of metrics used to determine impacts, establish targets, measure performance, and score and prioritize transportation projects from moving vehicles quickly to moving people safely	Reduction in inequities in traffic injury and death														
		Develop and improve the information available for setting speed limits through Proven Safety Countermeasures and the Manual of Uniform Traffic Control Devices																																			
		Revise FHWA guidance and regulations to consider the safety of all users by encouraging the setting of context-appropriate speed limits and creating roadways that help to “self-enforce” speed limits.																																			
		Leverage new funding in the Bipartisan Infrastructure Law for behavioral research and interventions																																			
	Data Collection	Collect data on roadway and land use attributes and vehicle size in traffic crash records systems						Equity of information, expertise, political access, and opportunity																More active transportation and transit projects prioritized and funded	No decline in personal autonomy	Regulation on megacars, vehicle safety tests, and pedestrian detection systems	Increase in walking, biking, and transit mode share										
		Expand the use of and support for the National Emergency Medical Services Information System by funding applied research and data quality improvements.																																			
	Transportation Planning and Engineering Values and Standards	Uncover and acknowledge value decisions and transfer them to the purview of elected officials and constituents																										Less emphasis on operational efficiency for motor vehicles and more emphasis on safe accessibility for people	More compact, mixed-use zoning changes pass	No spike in transportation cost burden or unmet transportation needs	Adoption of ignition interlock programs	Reduction in transportation cost burden and unmet transportation needs					
		Shift federal guidance away from a mobility-approach to an accessibility-approach with an emphasis on Safe Systems																																			
		Create a new model of transportation planning and engineering pedagogy that incorporates social-psychological aspects of community identity into its professional repertoire and elevates safe accessibility for people over operational efficiency for motor vehicles																																			
		Create a new model of civil engineering licensure where professional engineers can critique engineering practices and advocate for changes that will save people’s lives																																			
	Messaging and Communications (public meetings, social media, op-eds, letters, manuscripts, etc.)	Develop a shared narrative of community futures around safe transportation alternatives as transportation freedom																															More YIMBYs and fewer NIMBYs	Fewer upzoning changes rejected	No decline in transportation needs	Improvement in data collection	Reduction in travel speed in urban areas
		Defend against counternarratives, such as LOS justification, and against singular goals of congestion mitigation to promote more collective goals around safety and access																																			
		Challenge inequities of information, expertise, political access, and opportunity																																			
Explicitly state which strategies would reinforce or reduce inequities in traffic death and injury																																					
Create and sustain a platform for ongoing multidisciplinary conversations among planners, planning scholars, engineers, elected/appointed officials, partners, and residents to address safety																																					