**Overarching Goal:** Optimal health and well-being for the Maternal and Child Health (MCH) population in Colorado.

### Inputs
- Colorado Teen Driving Alliance
- State and Local partners
- MCH funding
- CDOT and other grant Opportunities
- Educational materials from CDOT and CDC
- Current GDL Law
- County level hospitalization, emergency department, and death data, EMS data
- YRBS Survey
- State Injury Prevention Program Technical Assistance
- CO Teen Driver Website
- Best Practice Educational curricula

### Outputs
- **Strategies**
  - Build local partnerships to support the implementation of evidence-based programmatic and policy strategies
  - Promote evidence-based policy strategies
  - Support enforcement of existing Laws
  - Educate about the current GDL laws
  - Educate about impaired driving
  - Educate about distracted driving
  - Educate about the importance of seatbelt use
- **Participation**
  - RETACs, local traffic safety coalitions, insurance companies, hospitals, local DMV, schools, driving schools, law enforcement, youth, parents, fire departments, EMS
  - Local policy makers, community leaders, local partners, parents
  - Law Enforcement, Court Systems
  - Teens, parents, teachers
  - Teens
  - Teens
  - Teens

### Outcomes
- **Short Term** Accomplished in 1-3 years
  - Increased levels of coordination and coordination among community partners
  - Increased local support for strengthening GDL and passing primary seatbelt law
  - Increased knowledge, awareness and intent to enforce the existing GDL law
  - Increased number of parents that implement driving contracts with their teens
  - Increased knowledge, awareness, and motivation to comply with the GDL law among those reached
  - Decreased self-reported impaired driving among teens reached
  - Decreased self-reported distracted driving among teens reached
  - Increased seatbelt use among teens reached

- **Medium Term** Accomplished in 4-6 years
  - Simplified and strengthened Colorado GDL Law
  - Increased number of teens complying with GDL laws at the county level
  - Increased knowledge, awareness, and intent to comply with the GDL law among those reached
  - Decreased self-reported impaired driving among teens reached
  - Decreased self-reported distracted driving among teens reached
  - Increased seatbelt use among teens reached

- **Long Term** Accomplished in 7-10 years
  - Decreased teen motor vehicle crashes
  - Decreased teen motor vehicle emergency department visit rate
  - Decreased teen motor vehicle hospitalization rate
  - Decreased teen motor vehicle death rate
**LOGIC ASSUMPTIONS**

| Strong GDL laws are proven to be the best way to keep teens safe on the road. Colorado can improve its motor vehicle laws by strengthening GDL and passing primary seatbelt legislation. |
| Strengthening GDL laws will lead to a reduction in teen crashes, which will also reduce the rate of motor vehicle emergency department visits, hospitalization and deaths (see green boxes in the medium and long term outcomes). |
| Passing primary seatbelt legislation would make enforcing the existing teen seatbelt laws easier and lead to increased seatbelt use. This would lead to fewer motor vehicle-related deaths, but may or may not decrease the rates of emergency department visits or hospitalizations due to more people surviving a serious crash (orange boxes in the medium and long-term outcomes). |
| The short term outcomes in this logic model are based on the assumption that many local health agencies will choose to implement school-based teen driving safety programs and/or community-based parent education classes. It will be possible to measure self-reported (or in some cases observed) behavior changes among the teens/parents directly reached by that programming in years 1-3. County level changes will likely not be observed in the population-based data systems until years 3-5. Strengthening GDL laws will lead to a reduction in teen crashes. |

**EXTERNAL FACTORS**

| Changes to the GDL law are proposed by different groups nearly every legislative session, which means there is always a possibility that it will be weakened. There is little political will to pass primary seatbelt legislation. |

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