Innovation and Digital Government for Public Service Delivery

Day 4

Toward a Road Map and Action Plan
Module 4.3
Do-Ability vs. Priority Analysis
The Chart

Priority

High

Medium

Low

Do-ability

High

Medium

Low
Marking the Chart

<table>
<thead>
<tr>
<th>Priority</th>
<th>Do-ability</th>
</tr>
</thead>
<tbody>
<tr>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Low</td>
<td>Low</td>
</tr>
</tbody>
</table>

- **D1**: High Priority, High Do-ability
- **D2**: Medium Priority, Medium Do-ability
- **D3**: Low Priority, Low Do-ability
4.3.1. Do-Ability vs Priority Analysis

Group Formation
- Using the same groups as yesterday
- Move to your small group location

Group Assignment
- Taking each of the 6 dimensions, place the dimension on the do-ability chart
- Identify what needs to happen to move a dimension that is a priority but has low do-ability and to higher do-ability?

Group Process
- Refer to the instructions on Exercise Sheet 4.3.1.
Plenary Discussion

Do-Ability vs Priority Assessment
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Lunch Break
Setting Priorities and Taking Action

Medellin, Colombia and Curitiba, Brazil: Two model cities committed to continuous improvement
Medellin

Medellin Revisited: Infrastructure for Social Integration

A World Economic Forum Urban Innovation
Medellin - A laboratory of progressive architectural and urban interventions
Medellin, Colombia

• In 1992, considered one of the most dangerous cities in the world.

• By 2016, it was seen as a laboratory of progressive architectural and urban interventions that were initiated under the mayoral administration of Sergio Fajardo (2003-2007).

• Whereas urban development projects often target specific solutions to physical problems, Medellin opted for a different strategy, using architecture and urbanism as tools for social integration.

Medellin, former drug cartel capital, is now an example of safe and participatory community development
Signature Projects Change the City

• Spatial, economic and cultural transformation
  • Projects such as the España Library Park and the city’s elevated cable car as a mode of public transportation are key symbols of a process that led to the city’s spatial, social, economic and cultural transformation – connecting the city’s low-income residents and communities with its wealthier commercial centre.

• Culture as an important tool for development
  • Medellín changed not just in its spatial dynamics but also in the mentality and perception of its inhabitants who now see culture as an important tool for development.
  • Experts see Medellín as an exemplar model in urban planning and governance.
Award-Winning City due to local Innovation
Lesson learned from Medellin

• Using architecture and urbanism as tools for social development can bring surprising results in physical, functional and behavioural changes.

• In particular, breaking down city barriers between rich and poor can work as an instrument to contain and gradually eliminate violence in cities.
Curitiba, Brazil

• In 1970s, highest urban growth rate in Latin America at 10%, due to agriculture mechanization and rural migration

• Strategic vision and transformative leadership by Mayor Jaime Lerner led to the definition of structured growth

• Creation of Bus rapid transit, guided land development and a hierarchy of the road system integrated into the urban fabric

• Urban design was harmonized with nature with the creation of a system of parks to avoid flooding and allow leisure and cycle ways
Curitiba: Urban Mobility as a Tool to Direct Growth

Central Area

Structural Sectors
Curitiba BRT: For Sparking a Transportation Revolution in Cities around the World (PMI Most Influential Projects)
Public Transport, Land Use and Road Hierarchy as structuring elements
Three elements of a Subway on the Surface

Subway Performance

Costing 200 times less
A System of Parks for Structuring the Urban Fabric and Flood Control
Garbage Exchange for Food
Historic Preservation Generating Jobs, Commerce and Housing in Central Areas
Lessons Learned from Curitiba

• Innovation can be promoted as a substitute for lack of financial resources in public service delivery

• Integrated vision for sustainable urban development: social, economic and environment features

• Elements of a subway system can be combined on the surface at a cost 200 times smaller

• Bus Rapid Transit was adapted in more than 150 cities
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Thank You!