

## **A Urbanism of Complexity, Transgression in Mobility: Cali, Colombia**

**Arch. Luis Hernando Lozano-Paredes**

Urban Sustainability Observatory

School of Architecture and Urbanism | Universidad de Belgrano

[luis.lozano@comunidad.ub.edu.ar](mailto:luis.lozano@comunidad.ub.edu.ar) [lhlozanoparedes@gmail.com](mailto:lhlozanoparedes@gmail.com)

Zabala 1837, Ciudad Autónoma de Buenos Aires –Argentina

### **Personal Contacts:**

Uriarte 2363, 22 "E" 1425, **C.A.B.A; Argentina**

+54.911.5669.9059

CRA. 1a Oeste N 6-10, Apto. 1401, **Cali, Colombia**

+57.300.600.9132

---

Luis Lozano-Paredes<sup>1</sup>

The purpose of this document is to introduce a new approach, however controversial, to the problem of informality, and inverse urbanization in the context of Latin America, paying special attention to the issue of irregular transportation in the city of Cali, Colombia.

The case of the city of Cali is really interesting considering that even after the introduction of a comprehensive and integrated transportation system, informality remained as the rule, not the exception, and the use of the BRT integrated system reached a passenger-peak during the 2015 while the forms of collective organization in informal and unregulated alternatives of transportation increased in all levels of income, maximized with the increasing use of the motorcycle as a collective transportation alternative and the arrival of Transportation Network Companies such as Uber, Tripda and Cabify.

This problem of urban informality and the implicit transgression to regulation that it represents, is being recently exposed in various circles as a new approach to *Urbanity* under the concept of 'Planning for Complexity' acknowledging a fact that had been recognized by authors such as Jane Jacobs as long as 50 years ago: The understanding of the *reality of self-organizing and complex systems* confronted by a constant desire to regulate, to build a type of social engineering that in its supposed omniscience fails to recognize and actually get to know the -again- complexity of the communities, and the individuals that build them.

*Governance*, under this perspective of complexity analyzed by the document, being in the form of the State or in the form of a supposedly 'free market' based more on corporatism and cronyism than on free competition, will be studied in its own limitations of information, knowledge and resources in order to develop a short diagnostic of the situation in Cali.

---

<sup>1</sup> Architect, Urbanist and GIS Consultant for the **Urban Sustainability Observatory** (FAU-UB), [ub.edu.ar/investigaciones.php](http://ub.edu.ar/investigaciones.php); joint professor at the Chair of Urbanism - Urban and Territorial Planning (FAU-UB). External consultant for FADU-UBA [www.fadu.uba.ar/](http://www.fadu.uba.ar/) and the **Ministry of Transportation** of Argentina [www.transporte.gob.ar/](http://www.transporte.gob.ar/)

Transgression will be presented as circumstantial wherever and whenever the body of governance – clustered in this market-state duality- does not satisfy in its totality the diverse needs of a given population, being obviously clearer in the urban sphere where a demand for good services i.e. transportation, lodging, social interaction, public space, enters in complete confrontation with that which is mandated by forms of regulation, unable to cope with the various realities which define what is Urban, thus leading us to the appearance of networks between individuals and the emergence of the individual entrepreneurship and the sharing economy based on relations and interrelations that are hardly possible to regulate.

Governance of the urban space around the world has already been affected by this reality in which hierarchical planning itself have shifted to a field in which the action of regulation from the state is shared and dissolved by the private sector, it could be argued that regulation should follow the pace and try to cope with the emergence of the different platforms and networks adapting to a new reality in which the concept of governance can conserve its preponderance, however this will indefinitely lead to a zero-sum game in which the regulation will always be outdated due to the emergence of innovation tied to the new technologies being defined as the 4th Industrial Revolution.

Considering this theoretical context, the case of Cali, will use the subject of transgression transportation/mobility as a base to analyze the concept of responsibility and urban governance in order to answer the question of '*Who Plans?*' In a reality of complexity, inherent to the urban condition.

As Zygmunt Bauman expressed it, a world of a liquid modernity can't conceive the continuous and stubborn application of 'Models' which do not correspond to reality: In this scenario, the *responsibility* of how cities and territories are studied, intervened and eventually transformed, will be analyzed to hypothesize, whether or not, it falls on the civil society as a *network of networks*, in which the value of the individual far outpaces whatever intervention by a top-down governance intention, and whether transgression by the civil society is an expression of this reality of impossibility of top-down or centralized planning.

**Keywords:** Cali, Transportation, Regulation, Self-Organization, Complexity, Network, Civil Society.

© by the author(s)

Paper presented at the RC21 International Conference on “The transgressive city: Comparative perspectives on governance and the possibilities of everyday life in the emerging global city” Mexico City, 21-23 July 2016. <http://rc21-mexico16.colmex.mx/index.php>