TABLA DE CONTENIDO

Chapter 1. Introduction	1
 Chapter 2. Brief review of some necessary previous models: the single-line model parametric city and the basic lines structures 2.1 The singe-line single-period model 2.2 Parametric description of the urban area 2.3 The strategic line structures 2.4 Main results 	, the 5 5 6 7 8
 Chapter 3. The role of heuristics in designing lines structures 3.1 Description and application of the heuristics 3.1.1 Dubois <i>et al</i> (1979) – DBL 3.1.2 Ceder and Wilson (1986) – CW 3.1.3 Borndörfer <i>et al</i> (2007) – BOR 3.1.4 Cenek (2010) – CEN 3.2 Results and analysis 3.2.1 Main results 3.2.2 Global indicators 3.2.3 Analysis of operators' and users' costs 3.2.4 Role of the transfer penalty 3.3 Main conclusions 	11 11 13 14 15 15 16 18 19 20 21
 Chapter 4. The technical dimensions behind scale economies induced by transit structures design. 4.1 Introduction: scale economies in public transport 4.2. The impact of the discrete nature of lines structure choice on <i>DSE</i> 4.3. Introducing directness 4.3.1 The concept 4.3.2 An illustrative model 4.4 Analysis over the parametric city 4.5 Some results on subsidies and fares 4.6 Main conclusions 	lines 22 24 26 26 27 29 33 35
 Chapter 5. Introducing lines density in the strategic design of transit networks 5.1 Lines density: the parallel lines model revisited 5.2 Lines density in the parametric city 5.2.1 Lines density as a new design variable 5.2.2 Results 5.3 Main conclusions 	37 37 41 41 43 47
 Chapter 6. Two periods optimization over a single line 6.1 Formulation of the model 6.2 Buses full at the peak 6.2.1 Comparing optimal and single period frequencies 6.2.2 Crossed effects between periods 	49 49 50 50 52

6.2.3 Summary of this case and comparison with previous approaches6.2.4 Numerical analysis6.3 Buses full at the off-peak6.4 Main conclusions	52 54 57 61
Chapter 7. Systems that allow for two fleets7.1 Joint optimization allowing for two fleets7.2. One or two fleets? Comparison of the models7.3 Main conclusions	63 63 67 69
 Chapter 8. Second-best strategies 8.1 Optimizing one line with fixed capacities 8.2 Optimization of one period and adaption of the other 8.3 Comparison between the two alternatives 8.4 Main conclusions 	70 70 71 72 73
Chapter 8. Synthesis and conclusions	74
Bibliography	79
Appendix Appendix A: Numeric values of the parameters Appendix B: Some details on the application of each heuristic to the city model Appendix C: Analysis of line structures over the isosceles-city	85 85 85 89