

## CONTENTS

- |           |   |           |   |
|-----------|---|-----------|---|
| <b>1</b>  | <b>Yu. Royko, R. Bura, R. Rogalskyy</b><br>Justification of the criteria for allocation of separate lanes for urban public transport    | <b>65</b> | <b>Ye. Fornalchyk, V. Hilevych</b><br>To determination of traffic delay at controlled intersection  |
| <b>12</b> | <b>T. Postranskyy, Y. Vovk</b><br>Changing of the bus driver`s functional state in city conditions                                      | <b>73</b> | <b>A. Sotnikova, A. Francke</b><br>Pedestrian and cyclist flows interaction in the urban street and road network  |
| <b>22</b> | <b>M. Krystopchuk</b><br>Change of drivers functional condition while moving along highways of different technical categories           | <b>83</b> | <b>R. Kachmar, O. Lanets</b><br>The impact of parameters of traffic flows of Lviv street-road network on the level of environmental and economic losses |
| <b>33</b> | <b>O. Hrytsun, O.Lanets, S. Solodkyy</b><br>Impact of street parking on delays and the average speed of traffic flow                    | <b>92</b> | <b>B. Kindratskyy, O. Osmak</b><br>Influence of transportation object position in car body on its vibrational loading                                   |
| <b>45</b> | <b>M. Zhuk, H. Pivtorak</b><br>About passenger travels demand modeling in urban transportation systems                                  | <b>99</b> | <b>AUTHORS</b>  |
| <b>54</b> | <b>O. Lobashov , M. Boikiv</b><br>Increasing the complex intersections functioning efficiency by restriction of left-turn traffic flows |           |   |