

**Список використаних джерел:**

1. Кушнір В. М. Особливості психолого-педагогічного супроводу батьків при підготовці дитини до школи // Zarządzanie wielokulturowym potencjałem społecznym: Studia Zarządzania i Finansów Wyższej Szkoły Bankowej w Poznaniu Nr 11/2016 ss. 169-176.

*Daria Ivanchenko*

*Науковий керівник: викл. Сторчак М. О.*

**PARATRANSIT AS AN EFFICIENT MODE OF PUBLIC TRANSPORT**

The problem of the choice of an efficient transport mode to carry people from the suburbs to the city is not completely solved in many countries all over the world. The aim of the research is to study paratrasit as a way to solve the problem of transporting people with disabilities from the suburbs. Paratransit means the public transport which schedule and route depends on the requests of passengers [1]. The object of the research is the system of public transport to satisfy the needs of the people with disabilities. The subject of the research is paratransit. The topicality of this research is conditioned by the increased interest of communities to the problem of the search of optimal ways to transport people with disabilities from and to the suburbs.

The quality of the life of the disabled people is deprived by the inefficiency of the transport system. The efficient transport system must meet the following general requirements:

- to provide services to all areas where there is a demand for transport services;
- to be accessible to all population groups of all age and economic status in the city and the suburbs;
- to provide the access to terminals in airports, railway and bus stations;
- to have carrying capacity that is sufficient to meet demands, especially in the areas with the maximum concentration of the business activity;
- to have satisfactory characteristics in speed, safety, reliability, comfort;
- to provide reasonable costs and tariffs [4, p. 119].

The desired combination of transport modes for a city depends on its size and features. In a town, the choice of transport modes is not usually a special problem. In cities, there is a growing need for the public transport, which has significant transportation capacities. More and more serious problems are in suburban areas: any time a suburban resident leaves a house, he / she needs a car because these population groups find themselves in transport isolation. For example, western cities have extensive agglomerations with low population density and a poorly developed infrastructure. It is problematic to provide such

territories with qualitative regular public transport, therefore paratransit is used.

Paratransit complements the transportation industry. This category includes various types of transport: cars, taxis, minibuses with irregular movement – jitneys in developing countries, minibuses operating by flexible routes and telephone calls – a «dial-a-ride» system in developed countries [4, p. 124].

Paratransit has emerged as a legitimate urban transportation mode to meet customers' demands. It fills a niche in car-dominated societies, and it responds to very specific needs. Paratransit, by assembling at least several travelers in the same vehicle, improves the total performance of the transportation systems that would be otherwise completely overwhelmed by single occupancy automobiles. This saves space, conserves fuel, reduces air-quality impact and gives more choices in individual mobility [3, p. 249].

Paratransit can be examined from the perspective of what kind of service is being provided and what type of operation is in place. A specific type of paratransit, which should be highlighted because it is encountered frequently, consists of the services provided by universities with large or scattered campuses. Usually vans or minibuses are used to connect academic buildings, dormitories and parking lots according to the fixed schedules. Fares may be collected or service may be supported by the institution's general funds or parking lot fees [3, p. 246].

Another paratransit type well known to business people is the very common airport shuttle which is associated with every airport providing commercial air services. These operations have been most successful. They are not much inferior to taxis. They are certainly much cheaper and more convenient than the regular transit, even in those few places which have the direct rail connection to the regional airport [3, p. 247].

Under normal conditions, private jitneys cannot compete with subsidized buses along the same route on the basis of the ticket price. However, such confrontations are not decided on the cost basis; the matter rests usually on the quality of service and responsiveness. Semi-legal and illegal car services do not frequently charge the same fare as the bus and rail transit, but presumably only because their drivers work at a minimum or lower wage level and receive no additional privileges [3, p. 252].

Paratransit is used in most cities of the United States, Canada, New Zealand, China etc. In the USA, private transportation companies often provide paratransit services in the cities and metropolitan areas under contract with local public transportation agencies. The largest private contractors of the paratransit services in these countries take the most of the transport services.

Automobiles and vans are primarily employed. Street congestion, safety concerns and air quality problems are associated with large street vehicles and ecologically harmful engines. Accident rates can be very high if the driver behavior is not well controlled. Emissions of pollutants can be most excessive if

engines are not well maintained; the fuel consumption with the aggressive driving under the urban stress will be above norms [3, p. 252].

The immediate reason why communities have to have paratransit services is to accommodate all those members of the society who do not, cannot or do not wish to drive. They include not only the elderly and the handicapped, but also the young, people who have sprained an ankle, motorists whose cars are being repaired, and any number of other permanent or temporary non-drivers [3, p. 249].

Thus, the use of paratransit will significantly improve the lives of the people in the suburbs, make convenient trips for the disabled and enhance condition on the roads. These vehicles can carry several passengers and make stops only on demand, any comparable trip duration can be less than on the regularly scheduled transit. All these factors contribute to choosing the efficient mode of the public transport and giving paratransit a special advantage.

Further research should be focused at the choice of paratransit schedules to meet customers' demands.

#### **References:**

1. Paratransit [Электронный ресурс]. – Режим доступа к ст. : <https://en.wikipedia.org/wiki/Paratransit>.
2. Polyakova I. Transport renaissance or city comfortable for life / Irina Polyakova. - Newspaper transport of Russia, 2017. - № 12, [25] p.
3. Siguard G. Urban transportation systems / Grava Siguard. – McGRAW Hill Professional Architecture, 2005. – 840 p.
4. Vuchik V. R. Transportation for livable cities / Vuchik V. R. – CUPR : Transaction, 1999. – 376 p.

***Василь Кабак***

*Науковий керівник: викл. Вакарчук М. М.*

### **ЗАНЯТТЯ ТУРИЗМОМ ЯК ЗАСІБ ПОКРАЩЕННЯ РУХОВОЇ АКТИВНОСТІ СТАРШОКЛАСНИКІВ**

Важливим засобом фізичної підготовки учнів старших класів у процесі позакласної роботи є туристична діяльність. Вона спрямована на формування в них цінностей фізичної досконалості як мотиваційної основи систематичних занять фізичними вправами різної функціональної спрямованості. Усвідомлення учнями засвоєних фізичних вправ та змісту туристичної діяльності забезпечує їхній цілісний психофізіологічний, розумовий, вольовий і фізичний розвиток. Ці особливості слід враховувати під час підготовки учнів старших класів до туристичних походів, адже їм доводиться долати найрізноманітніші перешкоди й нерівності рельєфу місцевості, переносити рюкзаки з немалим вантажем і виконувати іншу фізичну роботу. Звичайно, що це до снаги лише сильним, спритним і