

The University of the State of New York

REGENTS HIGH SCHOOL EXAMINATION

COMPREHENSIVE EXAMINATION

IN

ENGLISH**SESSION ONE****Wednesday, June 17, 2009 — 9:15 a.m. to 12:15 p.m., only**

The last page of this booklet is the answer sheet for the multiple-choice questions. Fold the last page along the perforations and, slowly and carefully, tear off the answer sheet. Then fill in the heading of your answer sheet. Now circle “Session One” and fill in the heading of each page of your essay booklet.

This session of the examination has two parts. Part A tests listening skills; you are to answer all six multiple-choice questions and write a response, as directed. For Part B, you are to answer all ten multiple-choice questions and write a response, as directed.

When you have completed this session of the examination, you must sign the statement printed at the end of the answer sheet, indicating that you had no unlawful knowledge of the questions or answers prior to the session and that you have neither given nor received assistance in answering any of the questions during the session. Your answer sheet cannot be accepted if you fail to sign this declaration.

The use of any communications device is strictly prohibited when taking this examination. If you use any communications device, no matter how briefly, your examination will be invalidated and no score will be calculated for you.

DO NOT OPEN THIS EXAMINATION BOOKLET UNTIL THE SIGNAL IS GIVEN.

Part A

Overview: For this part of the test, you will listen to an account about therapy dogs, answer some multiple-choice questions, and write a response based on the situation described below. You will hear the account twice. You may take notes on the next page anytime you wish during the readings.

The Situation: Your health class is exploring community needs. For a class project, you have decided to write a letter to the director of a local long-term care facility to persuade the agency that therapy dogs can be used to benefit the elderly. In preparation for writing your letter, listen to an account by Steve Reiman about therapy dogs in long-term care facilities. Then use relevant information from the account to write your letter.

Your Task: Write a letter to the director of a local long-term care facility in which you persuade the agency that therapy dogs can be used to benefit the elderly. ***Write only the body of the letter.***

Guidelines:

Be sure to

- Tell your audience what they need to know about the use of therapy dogs in long-term care facilities and how they can benefit the elderly
- Use specific, accurate, and relevant information from the account to support your argument
- Use a tone and level of language appropriate for a letter to the director of a local long-term health care facility
- Organize your ideas in a logical and coherent manner
- Indicate any words taken directly from the account by using quotation marks or referring to the speaker
- Follow the conventions of standard written English

NOTES

DO NOT TURN THIS PAGE UNTIL YOU ARE TOLD TO DO SO.

Multiple-Choice Questions

Directions (1–6): Use your notes to answer the following questions about the passage read to you. Select the best suggested answer and write its number in the space provided on the answer sheet. The questions may help you think about ideas and information you might use in your writing. You may return to these questions anytime you wish.

- | | |
|---|---|
| <p>1 According to the speaker, the “work” of therapy dogs involves</p> <ul style="list-style-type: none">(1) detecting illnesses(2) calming anxious patients(3) passing out snacks(4) finding missing medications <p>2 That therapy dogs are “both intuitive and compassionate” explains how they</p> <ul style="list-style-type: none">(1) sense suffering(2) answer commands(3) exhibit intelligence(4) enjoy entertaining <p>3 To qualify as a therapy dog, the animal must be</p> <ul style="list-style-type: none">(1) young and healthy(2) cute and quiet(3) non-aggressive and obedient(4) large and athletic | <p>4 Part of the process to become a therapy dog includes</p> <ul style="list-style-type: none">(1) observation at a site(2) schooling in a kennel(3) winning of show prizes(4) certification of a breed <p>5 When on a scheduled visit to a facility, the speaker dresses his German Shepherds in costumes in order to</p> <ul style="list-style-type: none">(1) offer germ protection(2) relieve the dog’s boredom(3) participate in games(4) overcome patients’ fears <p>6 The account is primarily developed through the use of</p> <ul style="list-style-type: none">(1) chronological order(2) personal narrative(3) order of importance(4) compare and contrast |
|---|---|

After you have finished these questions, turn to page 2. Review **The Situation** and read **Your Task** and the **Guidelines**. Use scrap paper to plan your response. Then write your response in Part A, beginning on page 1 of your essay booklet. After you finish your response for Part A, go to page 5 of your examination booklet and complete Part B.

Part B

Directions: Read the text and study the table on the following pages, answer the multiple-choice questions, and write a response based on the situation described below. You may use the margins to take notes as you read and scrap paper to plan your response.

The Situation: Your local newspaper is publishing a special edition in honor of World Environment Day. You have decided to write an article for the publication describing the benefits of using bicycles for commuting and what community leaders need to do to encourage more commuting by bicycle.

Your Task: Using relevant information from *both* documents, write an article for your local newspaper's World Environment Day special edition in which you describe the benefits of using bicycles for commuting and what community leaders need to do to encourage more commuting by bicycle.

Guidelines:

Be sure to

- Tell your audience what they need to know about the benefits of using bicycles for commuting
- Describe what community leaders need to do to encourage more commuting by bicycle
- Use specific, accurate, and relevant information from the text *and* the table to support your description
- Use a tone and level of language appropriate for an article for a local newspaper
- Organize your ideas in a logical and coherent manner
- Indicate any words taken directly from the text by using quotation marks or referring to the author
- Follow the conventions of standard written English

Text

Early in the 20th century, bicycling to do errands or to work was common in the United States, and seeing bikes on racks on the back of streetcars was not unusual. Commuters often used a combination of walking, cycling and taking mass transit. Even in the 1940s, bicycling was still a major means of transportation for not-too-distant trips....

But that began to change in the 1950s and 60s, when car use rapidly accelerated, fueled by the building of the high-speed Interstate highway system, heavily subsidized through federal funding. Ultimately crisscrossing over 40,000 miles, the new freeways chiseled through cities and towns, sometimes splitting neighborhoods in two, and created new pathways for development and sprawl far away from urban centers.

Bicycling and walking increasingly took a back seat to driving or riding in cars. By 1990, the Federal Highway Administration called bicycling and walking “the forgotten modes” of transportation.

Rising population has worsened traffic snarls and pollution

But bicycling was not forgotten for long. Over the last five decades, as the U.S. population nearly doubled and development pushed farther and farther from town centers, commutes grew longer, and pollution and traffic congestion worsened. Increasingly, city leaders and urban planners began to see that building more and more roads did little to solve traffic congestion and only seemed to add to the problems. But offering commuters ‘carrots’ — more travel choices including ‘non-motorized’ transportation like bicycling — did prod motorists out of their cars and help alleviate gridlock and traffic jams.

As the merits of bike- and pedestrian-friendly cities began to emerge, federal policies shifted, too. Also in 1990, the Department of Transportation adopted a new national transportation policy aimed at increasing bicycle use and spurring transportation planners to accommodate cyclists and pedestrians. Federal funding for bicycling and walking projects shot up from \$6 million in 1990 to \$422 million by 2003. And the 2005 federal transportation bill dedicated \$1 billion to bicycling alone.

Today, bicycling as a workhorse means of travel is experiencing a resurgence, thanks in part to our [Environmental Defense] transportation expert Michael Replogle, who has long advocated for more livable cities and increased federal funding for bicycling and walking. People are once again taking bicycling seriously as a welcome transportation alternative. And they are finding more commuter-friendly bikes. Today’s are lightweight and faster than ever and, like best-loved cars, come in a variety of models, styles and colors.

Bicycling to work is healthy for cyclists and the planet

For those who bike to work the payoffs are many: saving money on gas, avoiding traffic, getting exercise, helping curb global warming pollution and often saving time, too....

“Getting more physical activity is key to better health whether or not you’re overweight,” says Dr. John Balbus, Environmental Defense health program director, medical doctor and an avid bicyclist himself. “Not enough exercise is associated with heart disease and diabetes, as well as depression and certain types of cancer. Pedaling to work 30 minutes a day or even twice a week is a great way to get more exercise while also helping reduce air pollution.”

Physical inactivity is a main culprit for higher rates of cardiovascular disease in developed countries, according to a recent study from the World Health Organization. The study implicates road design and inadequate pedestrian and

50 cycling infrastructure for significant injuries from traffic accidents. The upshot is
that better transportation design and more options for walkers and bikers is a
double health benefit.

Moreover, cars in the U.S. contribute a staggering amount of global warming
pollution. The U.S. has 30 percent of the world's cars, but they account for 45
percent of automotive carbon dioxide (the main gas that contributes to global
55 warming). Consider this: If everyone who lives within 5 miles of their workplace
were to cycle to work just one day a week and left the car at home, nearly 5
million tons of global warming pollution would be saved every year, the
equivalent of taking about a million cars off the road.

Bike paths and secure storage entice people out of their cars

In 2001 and 2002, nearly 2 million Americans cycled to work or used a bike
60 as part of their job (compared with nearly 10 million who walked to work),
according to the Bureau of Transportation. Bicycling trips have doubled since
1990, reported the 2004 [N]ational Bicycling and Walking Study. But in spite of
rising numbers of Americans who cycle to work, national polls and surveys
indicate that significantly more adults would bike to work if they had safe routes
65 and secure workplace parking and changing facilities....

Cities and states around the country are making biking safer

As both numbers of bicyclists and bike stations swell, cities and states across
the country are devoting more resources to creating more bicycle- and
pedestrian-friendly roadways. In mega-states California and Texas — where it's
not unusual to hop in your car and drive a few blocks — and in large dense cities
70 anchored by mass transit networks, planners are working more bike paths,
greenways and bike lanes into development blueprints.

For example, in Austin, downtown neighborhoods have long had a network of
hike-and-bike trails. There, a new commuter rail line connecting the northern
exurbs¹ to the urban center is on track, feasibility studies are underway for biking
75 and walking trails alongside the route and for parking and locked facilities for
bicycles at some stations. Also, statewide plans are afoot to create 200 new miles
of scenic and historic bicycle routes.

New York's Mayor Michael Bloomberg has spearheaded an ambitious plan,
unveiled in 2002, to ring Manhattan with recreational multiuse paths and
80 greenways to make the entire waterfront accessible to walkers and cyclists. City
Hall recently pledged to improve safety and to add 200 more miles of bicycle
lanes throughout the five boroughs. And Chicago's Mayor Daley recently
announced his Bike 2015 Plan, which outlines a bevy of projects and policies to
promote bicycling in the Windy City over the next decade.

If bicyclists can make it [in] Houston, they can make it anywhere

85 Even notoriously spread-out Houston, tied with Atlanta as the worst cycling
city in North America in Bicycling magazine, has gotten into the act. Mayor Bill
White, an avid bicyclist himself, was key in creating the new annual bicycling
event Tour de Houston through historic neighborhoods.

“Houston is a big car city, but there is a current [trend] to make it very bike
90 friendly,” says Robin Stallings, the executive director of the Texas Bicycle
Coalition. The city now has 277 miles of on-street bikeways (bike lanes, bike
routes and shared lanes) and another 13 miles totally off-limits to vehicles.
Federal funding to the city has also enabled it to install 100 bike racks at locations
such as schools, libraries and parks.

¹exurbs — regions lying beyond the suburbs of a city

95 Some cities plagued by poor air quality that falls short of federal health air quality standards, like Houston and Dallas, have tapped federal funds for walking and bicycling projects as one tool to curb air pollution.

Bad news: Even as bike trips grew, car trips grew more

100 But despite great strides since the 1990s, the picture is not all rosy. Although the number of bicycling trips has increased dramatically in recent years (nearly doubling from 1.7 billion trips in 1990), the number of driving trips has also exploded (from 249 billion in 1990 to 407 billion in 2001), according to the 2004 National Bicycling and Walking Study. That means that the percentage of bicycle trips of all trips counted by the study, has edged up only slightly, to 0.8, from 0.7. (Counting both biking and walking together, the percentage went up to 105 9.5 percent, from 7.9 percent.)

110 “It’s not surprising that the share of walking and cycling trips has barely budged in relation to driving,” says Replogle. “As a nation, we’ve designed most communities with unwalkable roads and with little thought to land use patterns and connectivity between jobs and homes. The good news is that the progress we’ve made on the funding front has begun to address the lack of cycling and walking options in communities.

115 “For a half a century, the Department of Transportation was throwing huge amounts of money to subsidizing roadways and sprawl while underfunding walking, cycling and public transportation — and it’s going to take us many years to restore transportation choices and provide safe walking and cycling routes to schools and employment.”

—Environmental Defense Fund
excerpted from “Bicycle Commuting Enjoys a Rebirth”
www.environmentaldefense.org, September 14, 2006

TABLE

Comparison of Characteristics and Impact of Modes of Urban Transportation*

Mode of Transportation	Bicycle	Subway or elevated rail	Bus on regular road lane	Private car
<i>Characteristics of Mode of Transportation</i>				
Range of distances traveled	2–5 km**	5–25 km	5–15 km	6–30 km
Average speeds per hour	8–15 km/h***	30–45 km/h	12–20 km/h	15–35 km/h
Access to city centers of activity	very high	very high	medium	very low
Availability to people of diverse ages, physical conditions and economic levels	very high	low to medium	medium	very low
Compatible with livable city streets used for business, socialization and recreation	very high	medium	low to medium	very low
Compatible with diverse transport modes sharing use of streets, rails, bridges, etc.	very high	low	medium to high	very low
<i>Impacts of Mode of Transportation</i>				
Cost for users, public and private sectors	very low	very high	medium	very high
Space consumed for motion and parking	low	low	medium	very high
Impact on local environment: air, noise, water pollution and nuisance	very low	low	high	very high
Impact on global environment: resource use, contribution to climate change	very low	low	medium	very high
Danger imposed on vulnerable road users	very low	low	medium	very high

*Data based on analysis of Asian city transportation.

**km — kilometer .62 mile

***km/h — kilometers per hour

Source: (adapted) Paul Barter and Tamin Raad, *Taking Steps: A Community Action Guide to People — Centered, Equitable and Sustainable Urban Transport*, www.geocities.com/March 2000

COMPREHENSIVE EXAMINATION IN ENGLISH

SESSION ONE

Wednesday, June 17, 2009 — 9:15 a.m. to 12:15 p.m., only

ANSWER SHEET

Session One – Essay A	_____
Essay B	_____
Session Two – Essay A	_____
Essay B	_____
Total Essay Score	<input type="text"/>
Session One – A–Multiple Choice	_____
B–Multiple Choice	_____
Session Two – A–Multiple Choice	_____
Total Multiple Choice	<input type="text"/>
Final Score	<input type="text"/>

Tear Here

Student Sex: Male Female

School Grade Teacher

Write your answers to the multiple-choice questions for Part A and Part B on this answer sheet.

Part A	Part B
1 _____	7 _____
2 _____	8 _____
3 _____	9 _____
4 _____	10 _____
5 _____	11 _____
6 _____	12 _____
<input type="text"/>	13 _____
	14 _____
	15 _____
	16 _____
	<input type="text"/>

HAND IN THIS ANSWER SHEET WITH YOUR ESSAY BOOKLET,
SCRAP PAPER, AND EXAMINATION BOOKLET.

Your essay responses for Part A and Part B should be written in the essay booklet.

I do hereby affirm, at the close of this examination, that I had no unlawful knowledge of the questions or answers prior to the examination and that I have neither given nor received assistance in answering any of the questions during the examination.

Signature

Tear Here

Tear Here

Tear Here