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
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.

1. According to the speaker, the “work” of therapy dogs involves
   (1) detecting illnesses
   (2) calming anxious patients
   (3) passing out snacks
   (4) finding missing medications

2. That therapy dogs are “both intuitive and compassionate” explains how they
   (1) sense suffering
   (2) answer commands
   (3) exhibit intelligence
   (4) enjoy entertaining

3. To qualify as a therapy dog, the animal must be
   (1) young and healthy
   (2) cute and quiet
   (3) non-aggressive and obedient
   (4) large and athletic

4. Part of the process to become a therapy dog includes
   (1) observation at a site
   (2) schooling in a kennel
   (3) winning of show prizes
   (4) certification of a breed

5. When on a scheduled visit to a facility, the speaker dresses his German Shepherds in costumes in order to
   (1) offer germ protection
   (2) relieve the dog’s boredom
   (3) participate in games
   (4) overcome patients’ fears

6. The account is primarily developed through the use of
   (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
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 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 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 National 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 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 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 bike-and-bike trails. There, a new commuter rail line connecting the northern exurbs to the urban center is on track, feasibility studies are underway for biking 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 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**

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 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
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**

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 9.5 percent, from 7.9 percent.)

“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.

“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**

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

*Data based on analysis of Asian city transportation.

**km** — kilometer .62 mile

***km/h** — kilometers per hour

Multiple-Choice Questions

Directions (7–16): Select the best suggested answer to each question and write its number in the space provided on the answer sheet. The questions may help you think about ideas and information you might want to use in your writing. You may return to these questions anytime you wish.

7. According to the article, bicycles were a major mode of transportation in the United States until about
   (1) 1900     (3) 1950
   (2) 1940     (4) 1990

8. The decline in bicycle use for commuting was largely due to the development of
   (1) highways     (3) skyscrapers
   (2) subways      (4) teleconferencing

9. In line 20, the phrase “offering commuters ‘carrots’” most nearly implies
   (1) continuing construction
   (2) using incentives
   (3) collecting opinions
   (4) funding legislation

10. According to the article, in 2005, federal funding for development of bike paths increased to
    (1) $1 billion    (3) $6 million
    (2) $5 billion    (4) $422 million

11. In lines 37 through 45, the article implies that an increased use of bicycles for commuting would lead to
    (1) more traffic accidents
    (2) lessened job productivity
    (3) increased global warming
    (4) fewer heart attacks

12. According to the article, the United States is responsible for nearly half of the world’s
    (1) traffic accidents
    (2) automotive pollution
    (3) bicycle manufacture
    (4) oil depletion

13. According to the article, Austin, Houston, and New York City have allocated funding for and begun to
    (1) construct car-free zones
    (2) repair roadways
    (3) improve housing
    (4) develop subway systems

14. The table specifies that one way to create livable city streets is to
    (1) build wider roads
    (2) encourage street vendors
    (3) limit automobile access
    (4) provide better parking

15. According to the table, the mode of transport causing the most urban pollution is the
    (1) bicycle          (3) subway
    (2) car             (4) bus

16. Compared with other modes of transportation presented in the table, bicycling is more
    (1) dangerous for other commuters
    (2) practical for long distances
    (3) harmful for the environment
    (4) available for all people

After you have finished these questions, turn to page 5. Review The Situation and read Your Task and the Guidelines. Use scrap paper to plan your response. Then write your response to Part B, beginning on page 7 of your essay booklet.
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

ANSWER SHEET

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.

<table>
<thead>
<tr>
<th>Part A</th>
<th>Part B</th>
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<tbody>
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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