

Moving from Assessment to Instruction: Teaching Prose, Document and Quantitative Literacy

IALS Institute
October 23-25, 2011

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Fall Institute 2011
IALS (INTERNATIONAL ADULT LITERACY SURVEY)
ITS MEANING AND IMPACT FOR POLICY AND PRACTICE
October 23-25, 2011
Banff, Alberta



Understanding What Drives Difficulty

Research and analysis focused on:

- Understanding features of the tasks
- Understanding structure of prose and document materials
- Understanding the critical relationship between the materials and tasks

This understanding became the foundation for instructional system.

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Applying Research in Practice

Believed that teaching these structures and these relationships had the potential to:

- Provide learners with generalizable strategies and tools
- Give them a language for thinking about HOW they locate and use information

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PDQ Instructional System

Key Features:

- Focus on underlying processes
- Teacher led
- Group based
- Multimedia
- 120 hours of content

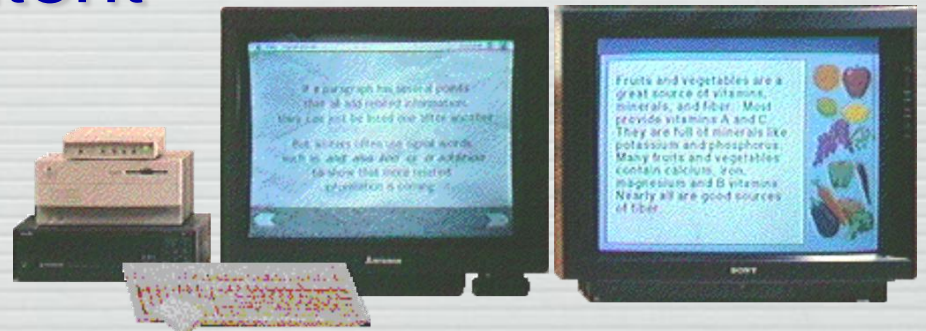
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Results

- Significant gains in scores after instruction
- Evidence that gains are maintained
- Gains in communication and interpersonal skills



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The PDQ Instructional System

checkbook registers • menus
• licenses • voter registration •
advertisements • tax schedule

Prose Prose Document Document Quantitative Quantitative
Prose Prose Document Document Quantitative Quantitative
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Prose Prose Document Document Quantitative Quantitative
Prose Prose Document Document Quantitative Quantitative
Prose Prose Document Document Quantitative Quantitative

Building Skills for Using Print®

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Instructional Approach

- Learn and apply STRATEGIES for accessing and using information
 - Locate, integrate generate
 - Identify type of information you are looking for
 - Number of conditions
 - Exact vs. synonymous match
- Learn and recognize STRUCTURES
- Focus on PROCESS

STRUCTURES

Learn and apply knowledge of:

- Document structures

Tables, charts and graphs, forms

- Prose materials

Newspapers, brochures, manuals, textbooks

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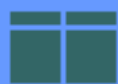
PDQ Documents



Main Menu



Simple Lists



Combined Lists



Intersecting Lists



Nested Lists

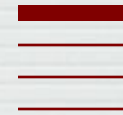


Charts and Graphs



Forms

Simple List



International Signs



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Combined List



| AVERAGE OCEAN DEPTHS | | |
|----------------------|---------------|-------------------|
| Ocean | Depth in Feet | Area in Sq. Miles |
| Yellow Sea | 121 | 113,500 |
| Red Sea | 1,764 | 174,900 |
| Arctic Ocean | 3,407 | 5,105,700 |
| Gulf of Mexico | 5,287 | 582,100 |
| Atlantic Ocean | 11,730 | 33,420,000 |
| Pacific Ocean | 12,925 | 64,186,300 |

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Intersecting List



| | 8:00 | 8:30 | 9:00 | 9:30 | 10:00 | 10:30 |
|-----|--|------------------------------|------------------------------|-------------------------------------|---------------------------------|-------------------------|
| ABC | Extreme Makeover Home... | | News Special | | | Weather |
| CBS | Amazing Race | | Cold Case | | Without a Trace | |
| FOX | Football > | | | | | |
| NBC | Simpsons | American Dad | Family Guy | Local Programming > | | |
| PBS | Nature | Mystery | | | Encore! With... | |

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Nested List

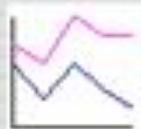
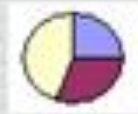


TEMPERATURES AROUND THE NATION

| | WEDNESDAY | THURSDAY | FRIDAY |
|-----------|------------|------------|------------|
| | High / Low | High / Low | High / Low |
| CLEVELAND | 66 / 32 | 64 / 40 | 49 / 38 |
| DENVER | 82 / 49 | 88 / 56 | 84 / 52 |
| FLAGSTAFF | 78 / 37 | 83 / 45 | 76 / 37 |
| HOUSTON | 83 / 62 | 85 / 64 | 89 / 67 |
| MEMPHIS | 75 / 47 | 83 / 59 | 86 / 62 |
| ORLANDO | 66 / 50 | 72 / 45 | 75 / 45 |
| RALEIGH | 86 / 62 | 84 / 62 | 85 / 60 |
| SEATTLE | 63 / 52 | 56 / 42 | 54 / 44 |
| TUPELO | 64 / 45 | 81 / 52 | 84 / 56 |

Graphs and Forms

Graphs



Forms

A simplified form layout with two columns. Each column has a red header bar, followed by three horizontal lines, and a small square checkbox to the left of each line.

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(For Wages Paid through December 2011)

NORTHEAST CORRIDOR-Southbound

| And the wages are— | | 0 | | 1 | |
|--------------------|---------------|-------|--|-------|--|
| At least | But less than | | | | |
| \$2,400 | \$2,440 | \$301 | | \$251 | |
| 2,440 | 2,480 | 307 | | 26 | |
| 2,480 | 2,520 | 313 | | 26 | |
| 2,520 | 2,560 | 319 | | 27 | |
| 2,560 | 2,600 | 325 | | 27 | |
| 2,600 | 2,640 | 331 | | 28 | |
| 2,640 | 2,680 | 337 | | 29 | |
| 2,680 | 2,720 | 343 | | 29 | |
| 2,720 | 2,760 | 349 | | 30 | |
| 2,760 | 2,800 | 355 | | 30 | |
| 2,800 | 2,840 | 361 | | 31 | |
| 2,840 | 2,880 | 367 | | 32 | |
| 2,880 | 2,920 | 373 | | 32 | |
| 2,920 | 2,960 | 379 | | 33 | |
| 2,960 | 3,000 | 385 | | 33 | |
| 3,000 | 3,040 | 391 | | 34 | |
| 3,040 | 3,080 | 398 | | 35 | |
| 3,080 | 3,120 | 408 | | 35 | |
| 3,120 | 3,160 | 418 | | 36 | |
| 3,160 | 3,200 | 428 | | 36 | |
| 3,200 | 3,240 | 438 | | 37 | |
| 3,240 | 3,280 | 448 | | 38 | |
| 3,280 | 3,320 | 458 | | 38 | |
| 3,320 | 3,360 | 468 | | 39 | |
| 3,360 | 3,400 | 478 | | 40 | |
| 3,400 | 3,440 | 488 | | 41 | |
| 3,440 | 3,480 | 498 | | 42 | |
| 3,480 | 3,520 | 508 | | 43 | |
| 3,520 | 3,560 | 518 | | 44 | |
| 3,560 | 3,600 | 528 | | 45 | |
| 3,600 | 3,640 | 538 | | 46 | |
| 3,640 | 3,680 | 548 | | 47 | |
| 3,680 | 3,720 | 558 | | 48 | |
| 3,720 | 3,760 | 568 | | 49 | |
| 3,760 | 3,800 | 578 | | 50 | |
| 3,800 | 3,840 | 588 | | 51 | |
| 3,840 | 3,880 | 598 | | 52 | |
| 3,880 | 3,920 | 608 | | 53 | |
| 3,920 | 3,960 | 618 | | 54 | |
| 3,960 | 4,000 | 628 | | 55 | |
| 4,000 | 4,040 | 638 | | 56 | |
| 4,040 | 4,080 | 648 | | 57 | |
| 4,080 | 4,120 | 658 | | 58 | |
| 4,120 | 4,160 | 668 | | 59 | |
| 4,160 | 4,200 | 678 | | 60 | |
| 4,200 | 4,240 | 688 | | 61 | |
| 4,240 | 4,280 | 698 | | 62 | |
| 4,280 | 4,320 | 708 | | 63 | |
| 4,320 | 4,360 | 718 | | 64 | |
| 4,360 | 4,400 | 728 | | 65 | |
| 4,400 | 4,440 | 738 | | 66 | |
| 4,440 | 4,480 | 748 | | 67 | |
| 4,480 | 4,520 | 758 | | 68 | |
| 4,520 | 4,560 | 768 | | 69 | |
| 4,560 | 4,600 | 778 | | 70 | |
| 4,600 | 4,640 | 788 | | 71 | |
| 4,640 | 4,680 | 798 | | 72 | |
| 4,680 | 4,720 | 808 | | 73 | |
| 4,720 | 4,760 | 818 | | 74 | |
| 4,760 | 4,800 | 828 | | 75 | |

| Train Name > | Northeast Regional | Northeast Regional | Northeast Regional | Northeast Regional | Acela Express | Northeast Regional | Palmetto | Northeast Regional | Acela Express | Keystone | Carolinian | Northeast Regional |
|------------------------------------|--------------------|--------------------|--------------------|--------------------|----------------------|--------------------|----------------|--------------------|----------------------|----------------|----------------|--------------------|
| Train Number > | 67 | 151 | 111 | 121 | 2103 | 181 | 89 | 131 | 2107 | 661 | 79 | 183 |
| Normal Days of Operation > | Daily | Mo-Fr | Mo-Fr | Sa | Mo-Fr | Mo-Fr | Daily | SaSu | Mo-Fr | SaSu | Daily | Mo-Fr |
| Will Also Operate > | | | | 5/29, 7/3, 9/4 | | | | 5/30, 7/4, 9/5 | | 5/30, 7/4, 9/5 | | |
| Will Not Operate > | | 5/30, 7/4, 9/5 | 5/30, 7/4, 9/5 | | 5/30, 7/4, 9/5 | 5/30, 7/4, 9/5 | | 5/30, 7/4, 9/5 | | | | 5/30, 7/4, 9/5 |
| On Board Service > | RR RR S2 S2 S2 | RR RR S2 S2 | RR RR S2 S2 | RR RR S2 S2 | RR RR S2 S2 S2 S2 | RR RR S2 S2 | RR RR S2 S2 | RR RR S2 S2 | RR RR S2 S2 S2 S2 | RR | RR RR S2 S2 | RR RR S2 S2 |
| BOSTON, MA | or Mile 0 | or 1 | or 11 | or 11 | or 11 | or 11 | or 11 | or 11 | or 11 | or 11 | or 11 | or 11 |
| —South Station | 0 | 1 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Boston, MA—Back Bay Station | | R9 38P | | | | | | | | | | |
| Route 128, MA | | R9 50P | | | | | | | | | | |
| Providence, RI | or 43 | 10 22P | | | | | | | | | | |
| Kingston, RI (w RR) | or 70 | 10 48P | | | | | | | | | | |
| Westerly, RI | or 87 | 11 05P | | | | | | | | | | |
| Myrtle, CT | or 96 | 11 17P | | | | | | | | | | |
| New London, CT (Casino w) | or 105 | 11 34P | | | | | | | | | | |
| Old Saybrook, CT | or 123 | 11 53P | | | | | | | | | | |
| Springfield, MA | or 0 | | | | | | | | | | | |
| Windsor Locks, CT | or 15 | | | | | | | | | | | |
| Windsor, CT | or 20 | | | | | | | | | | | |
| Hartford, CT | or 26 | | | | | | | | | | | |
| Berlin, CT | or 37 | | | | | | | | | | | |
| Moriden, CT | or 44 | | | | | | | | | | | |
| Wallingford, CT | or 50 | | | | | | | | | | | |
| New Haven, CT | or 62 | Ar 12 30A | | | | | | | | | | |
| NEW HAVEN, CT | or 156 | Ar 12 30A | | | | | | | | | | |
| Bridgeport, CT | or 173 | Ar 12 35A | | | | | | | | | | |
| Stamford, CT | or 195 | 1 20A | | | | | | | | | | |
| New Rochelle, NY | or 212 | | | | | | | | | | | |
| NEW YORK, NY | or 231 | Ar 2 20A | | | | | | | | | | |
| —Penn Station | or 241 | Ar 2 20A | 4 40A | 5 30A | 5 45A | 6 00A | 6 06A | 6 15A | 6 45A | 7 00A | 7 00A | 7 06A |
| Newark, NJ | or 241 | Ar 3 20A | R4 56A | R5 46A | R6 01A | R6 15A | R6 21A | R6 32A | R7 01A | R7 15A | R7 17A | R7 24A |
| Newark Liberty Intl. Airport, NJ + | or 244 | | | | | | | | | | | |
| Metropark, NJ | or 255 | 3 36A | 5 12A | 5 58A | 6 16A | 6 29A | 6 37A | 7 07A | 7 20A | 7 29A | | 7 48A |
| New Brunswick, NJ | or 263 | | | | | | 6 45A | | | | | |
| Princeton Jct., NJ | or 279 | | | 6 16A | | | 7 00A | | | | | |
| Trenton, NJ | or 289 | 4 03A | 5 36A | 6 25A | 6 40A | 6 48A | 7 12A | R7 06A | 7 43A | | 7 50A | 8 03A |
| Cornwalls Heights, PA | or 305 | | | | | | | | | | | 8 12A |
| North Philadelphia, PA | or 318 | | | | | | | | | | | |
| PHILADELPHIA, PA | or 322 | Ar 4 35A | 6 02A | 6 53A | 7 07A | | 7 40A | | 8 10A | | 8 20A | 8 30A |
| —30th Street Station | or 347 | Ar 4 40A | 6 06A | 6 55A | 7 10A | 7 15A | 7 42A | R7 37A | 8 13A | 8 12A | 8 20A | 8 30A |
| Wilmington, DE | or 359 | 5 06A | 6 25A | 7 15A | 7 32A | 7 34A | 8 07A | R8 02A | 8 35A | 8 31A | | 8 44A |
| Newark, DE | or 366 | | | 6 57A | 7 57A | | 8 36A | | 9 01A | | | |
| Aberdeen, MD | or 416 | 6 10A | 7 32A | 8 00A | 8 22A | 8 15A | 9 00A | R8 54A | 9 25A | 9 12A | | 9 45A |
| Baltimore, MD—Penn Station | or 427 | 6 23A | 7 46A | 8 13A | 8 34A | 9 14A | 9 37A | | | | | 9 55A |
| BWI Marshall Air., MD + | or 448 | L6 42A | D8 04A | D8 34A | D8 55A | D9 33A | D9 52A | | | | | 10 07A |
| New Carrollton, MD | or 457 | Ar 6 57A | 8 15A | 8 42A | 9 05A | 8 48A | 9 44A | | 10 10A | 9 47A | | 10 25A |
| WASHINGTON, DC | or 465 | Ar 7 20A | | | | | | R9 55A | | | | 10 40A |
| Alexandria, VA | or 481 | Ar 7 47A | | | | | | R10 12A | | | | 11 12A |
| Woodbridge, VA | or 491 | | | | | | | | | | | |
| Quantico, VA | or 511 | | | | | | | 10 40A | | | | 11 39A |
| Fredericksburg, VA | or 555 | | | | | | | | | | | 11 57A |
| Ashland, VA | or 566 | | | | | | | | | | | |
| RICHMOND, VA | or 574 | Ar 9 45A | | | | | | R11 55A | | | | 11 02P |
| —Staples Mill Road | or 621 | Ar 10 12A | | | | | | | | | | |
| Richmond, VA—Main Street Station | or 621 | Ar 11 15A | | | | | | | | | | |
| Williamsburg, VA | or 644 | Ar 11 50A | | | | | | | | | | |
| Newport News, VA | | | | | | | | | | | | |
| (Norfolk/Virginia Beach w) | | | | | | | | | | | | |

Stops only to receive passengers New York to Washington.

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- RR Business class service available. Complimentary beverage and newspaper on Northeast Regional.
- RR First class service available.
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- RR Amtrak Quiet Car.
- RR WiFi available.
- S Saturdays and Sundays, Train 67 operates about 10 minutes later departing Washington, DC to Newport News, VA.
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| Shading Key |
|-----------------------------------|
| Acela Express service |
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| Connecting Shuttle service |
| Reserved Keystone service |
| Long-distance train |
| Thruway and connecting services |

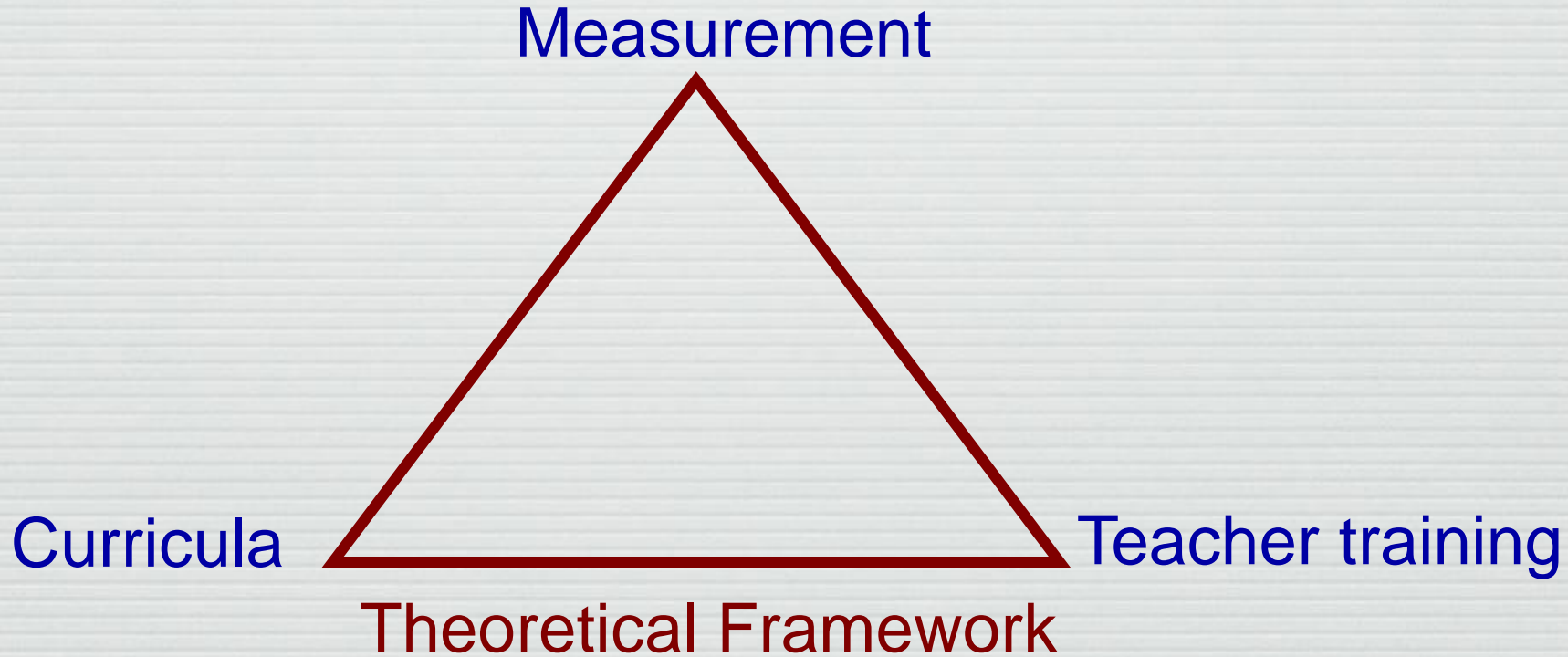
NORTHEAST CORRIDOR MAINTENANCE
Times shown can vary by small increments due to ongoing track maintenance.

or Quik-Trak self-service ticketing kiosk
o Unstaffed station
● Staffed ticket office; may or may not be open for all train departures
S Station wheelchair accessible; no barriers between station and train
S2 Station wheelchair accessible; not all station facilities accessible

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Coherent Instructional Systems



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Thank you

Questions/Comments?

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