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2023년 6월 시행 · 한국교육과정평가원

Hyper-mobility—the notion that more travel at faster speeds covering longer distances generates greater economic success—seems to be a distinguishing feature of urban areas, where more than half of the world's population currently reside. By 2005, approximately 7.5 billion trips were made each day in cities worldwide. In 2050, there may be three to four times as many passenger-kilometres travelled as in the year 2000, infrastructure and energy prices permitting. Freight movement could also rise more than threefold during the same period. Mobility flows have become a key dynamic of urbanization, with the associated infrastructure invariably constituting the backbone of urban form. Yet, despite the increasing level of urban mobility worldwide, _____. Not only is it less convenient—in terms of time, cost and comfort— to access locations in cities, but the very process of moving around in cities generates a number of negative externalities. Accordingly, many of the world's cities face an unprecedented accessibility crisis, and are characterized by unsustainable mobility systems.

1. 빈칸 추론 윗글의 빈칸에 들어갈 말로 가장 적절한 것은?

① cities have become easier and cheaper to move around
② fewer people live in urban areas
③ freight movement has decreased sharply
④ access to places, activities and services has become increasingly difficult
⑤ energy prices have fallen everywhere

2. 요지 윗글의 요지로 가장 적절한 것은?

① 이동 속도가 빠를수록 도시의 접근성이 좋아진다.
② 2050년에는 도시 인구가 크게 줄어들 것이다.
③ 도시의 이동량은 계속 늘고 있지만 접근성은 오히려 나빠져 지속 불가능한 이동 체계가 되고 있다.
④ 화물 이동은 도시화와 관련이 없다.
⑤ 도시의 기반 시설은 이동과 무관하게 형성된다.

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2022년 6월 시행 · 한국교육과정평가원

In recent years urban transport professionals globally have largely acquiesced to the view that automobile demand in cities needs to be _____. Rising incomes inevitably lead to increases in motorization. Even without the imperative of climate change, the physical constraints of densely inhabited cities and the corresponding demands of accessibility, mobility, safety, air pollution, and urban livability all limit the option of expanding road networks purely to accommodate this rising demand. As a result, as cities develop and their residents become more prosperous, persuading people to choose not to use cars becomes an increasingly key focus of city managers and planners. Improving the quality of alternative options, such as walking, cycling, and public transport, is a central element of this strategy. However, the most direct approach to managing automobile demand is making motorized travel more expensive or restricting it with administrative rules. The contribution of motorized travel to climate change reinforces this imperative.

1. 빈칸 추론 윗글의 빈칸에 들어갈 말로 가장 적절한 것은?

① managed rather than accommodated
② met by building more roads
③ ignored by city planners
④ encouraged to support the economy
⑤ left to the free market

2. 주제 윗글의 주제로 가장 적절한 것은?

① the benefits of expanding road networks
② why rising incomes reduce car use
③ the history of public transport
④ how cycling causes air pollution
⑤ the need to manage automobile demand in growing cities

2024학년도 수능 34번

2023년 11월 시행 · 대학수학능력시험

Everyone who drives, walks, or swipes a transit card in a city views herself as a transportation expert from the moment she walks out the front door. And how she views the street tracks pretty closely with how she gets around. ① That's why we find so many well-intentioned and civic-minded citizens arguing past one another. ② At neighborhood meetings in school auditoriums, and in back rooms at libraries and churches, local residents across the nation gather for often-contentious discussions about transportation proposals that would change a city's streets. ③ And like all politics, all transportation is local and intensely personal. ④ Libraries and churches also serve as important centers of community life in many neighborhoods. ⑤ A transit project that could speed travel for tens of thousands of people can be stopped by objections to the loss of a few parking spaces or by the simple fear that the project won't work. It's not a challenge of the data or the traffic engineering or the planning. Public debates about streets are typically rooted in emotional assumptions about how a change will affect a person's commute, ability to park, belief about what is safe and what isn't, or the bottom line of a local business.

1. **무관한 문장** 윗글에서 전체 흐름과 관계 없는 문장은?

① ② ③ ④ ⑤

2. **요지** 윗글의 요지로 가장 적절한 것은?

① 교통 계획은 교통 공학 자료만으로 결정해야 한다.
② 주차 공간의 감소는 교통 개선에 도움이 된다.
③ 주민 회의는 교통 문제 해결에 아무런 역할을 하지 못한다.
④ 도시 거리에 관한 논쟁은 데이터보다 개인의 이동 방식과 감정적 가정에 뿌리를 둔다.
⑤ 모든 시민은 교통 전문가로서 같은 의견을 가진다.

2025학년도 9월 모평 33번

2024년 9월 시행 · 한국교육과정평가원

City quality is so crucial for ① optional activities that the extent of staying activities can often be used as a measuring stick for the quality of the city as well as of its space. Many pedestrians in a city are not necessarily an indication of good city quality—many people walking around can often be a sign of ② insufficient transit options or long distances between the various functions in the city. ③ Similarly, it can be claimed that a city in which many people are not walking often indicates good city quality. In a city like Rome, it is the large number of people standing or sitting in squares rather than walking that is conspicuous. And it's not due to necessity but rather that the city quality is so ④ inviting. It is hard to keep moving in city space with so many temptations to stay. In contrast are many new quarters and complexes that many people walk through but ⑤ rarely stop or stay in.

1. 어휘 윗글의 밑줄 친 부분 중, 문맥상 낱말의 쓰임이 적절하지 않은 것은?

① ② ③ ④ ⑤

2. 제목 윗글의 제목으로 가장 적절한 것은?

① Stay, Don't Just Pass: Measuring City Quality by Lingering
② More Walkers Mean a Better City
③ Why Rome Needs More Transit
④ New Quarters: The Future of Urban Life
⑤ Walking Distances in Modern Cities

2026학년도 수능 23번

2025년 11월 시행 · 대학수학능력시험

Emphasizing speed over frequency can make sense in contexts where everyone is expected to plan around the timetable, including peak-only commute services and very long trips with low demand. In all other contexts, though, it seems to be a common motorist's error. Roads are there all the time, so their speed is the most important fact that distinguishes them. But transit is only there if it's coming soon. If you have a car, you can use a road whenever you want and experience its speed. But transit has to exist when you need it (span), and it needs to be coming soon (frequency). Otherwise, waiting time will wipe out any time savings from a faster service. Unless you're comfortable planning your life around a particular scheduled trip, _____, so a transit map that screams about speed and whispers about frequency may simply be planting confusion.

1. 빈칸 추론 윗글의 빈칸에 들어갈 말로 가장 적절한 것은?

① frequency matters less than comfort
② speed is worthless without frequency
③ a car is always faster than transit
④ timetables are useless for commuters
⑤ fast services need fewer stops

2. 주장 윗글에서 필자가 주장하는 바로 가장 적절한 것은?

① 대중교통의 속도를 높이는 것이 가장 중요하다.
② 모든 대중교통은 피크 시간에만 운행해야 한다.
③ 자동차 이용자를 위한 도로를 늘려야 한다.
④ 노선도에는 속도 정보만 크게 표시해야 한다.
⑤ 대중교통은 속도보다 운행 빈도를 중시해야 한다.

2025학년도 9월 모평 24번

2024년 9월 시행 · 한국교육과정평가원

There are good reasons why open-office plans have gained currency, but open offices may not be the plan of choice for all times. Instead, the right plan seems to be _____. Overly rigid habits and conventions, no matter how well-considered or well-intentioned, threaten innovation. The crucial take-away from analyzing office plans over time is that the answers keep changing. It might seem that there is a straight line of progress, but it's a myth. Surveying office spaces from the past eighty years, one can see a cycle that repeats. Comparing the offices of the 1940s with contemporary office spaces shows that they have circled back around to essentially the same style, via a period in the 1980s when partitions and cubicles were more the norm. The technologies and colors may differ, but the 1940s and 2000s plans are alike, right down to the pillars running down the middle.

1. **빈칸 추론** 윗글의 빈칸에 들어갈 말로 가장 적절한 것은?

① adopting open offices everywhere
② returning to cubicles for good
③ building a culture of change
④ following well-considered conventions
⑤ designing offices for the next century

2. **요지** 윗글의 요지로 가장 적절한 것은?

① 개방형 사무실은 모든 시대에 가장 효율적인 설계이다.
② 사무실 설계의 정답은 계속 바뀌므로 특정 형태를 고집하기보다 변화를 받아들이는 문화가 필요하다.
③ 사무실 설계는 직선적으로 발전해 왔다.
④ 칸막이 사무실이 혁신을 가장 촉진한다.
⑤ 1940년대 사무실은 현대 사무실과 전혀 다르다.

2026학년도 수능 33번

2025년 11월 시행 · 대학수학능력시험

Giving clients sufficient opportunity ① to react to your designs while in progress is a key to professional success. Similarly, ② involving prospective building users as well as clients is even more valuable in the long run. Say your client is a large corporation, such as a health care provider. While the hospital administration may serve as your client, no doubt the perspectives of administration personnel will ③ differ significantly from those of doctors, interns, residents, nurses, and other medical staff who use the building regularly. In addition, the experiences of patients and visitors who use the building irregularly, often as a result of life-threatening emergencies, ④ is altogether different as well. Understanding how each type of user experiences the current medical environment as well as how each reacts to your prospective designs inevitably produces a better building. People are likely to be more satisfied with a new building or addition if they have been ⑤ consulted in the design process. For a large institution, this can translate into increased productivity on the job, reduced absenteeism, less turnover, and lower costs.

1. 어법 윗글의 밑줄 친 부분 중, 어법상 틀린 것은?

① ② ③ ④ ⑤

2. 제목 윗글의 제목으로 가장 적절한 것은?

① Why Clients Should Decide Everything
② Hospitals Without Patients
③ Cutting Costs by Skipping Consultation
④ Ask Every User: Better Buildings Through Participation
⑤ Doctors as Architects

정답 및 해설

7-12 **1.**④ **2.**③ · 7-13 **1.**① **2.**⑤ · 7-14 **1.**④ **2.**④ · 7-15 **1.**③ **2.**① · 7-16 **1.**② **2.**⑤ · 7-17 **1.**③ **2.**② · 7-18 **1.**④ **2.**④

7-12 · 2024학년도 6월 모평 24번

1. ④ Yet으로 이동량 증가와 대조하며, 뒤에서 이동이 시간·비용·편의 면에서 더 불편해지고 부정적 외부 효과를 낳는다고 설명한다.

2. ③ 초이동성은 경제적 성공을 뜻하는 듯하지만, 도시들은 전례 없는 접근성 위기와 지속 불가능한 이동 체계에 직면했다는 것이 요지다.

7-13 · 2023학년도 6월 모평 30번

1. ① 소득 증가로 자동차 수요가 늘지만, 도로망 확장에는 물리적 제약이 있어 수요를 수용하기보다 관리해야 한다는 것이 전문가들의 견해다.

2. ⑤ 도시가 발전할수록 자동차 수요를 대안 교통 개선, 비용 부과, 행정 규제로 관리해야 한다는 내용이다.

7-14 · 2024학년도 수능 34번

1. ④ 글은 교통 논쟁이 데이터가 아닌 개인적·감정적 가정에 뿌리를 둔다는 내용이다. ④는 도서관과 교회의 공동체 기능을 말해 흐름과 무관하다.

2. ④ 사람마다 자신의 이동 방식대로 거리를 보기에, 교통 논쟁은 통근·주차·안전·사업에 대한 감정적 가정에서 비롯된다는 것이 요지다.

7-15 · 2025학년도 9월 모평 33번

1. ③ '보행자가 많다고 좋은 도시는 아니다'에 이어 '걷지 않는 사람이 많은 도시가 좋은 도시'라는 반대 방향의 주장이므로 Conversely가 알맞다. ③ Similarly → Conversely.

2. ① 보행자 수가 아니라 머무르는 활동의 정도가 도시 공간의 질을 보여 주는 척도라는 글이다. ②는 글이 부정한 내용이다.

7-16 · 2026학년도 수능 23번

1. ② 대중교통은 곧 와야 쓸모가 있고, 기다리는 시간이 속도의 이득을 상쇄하므로, 시간표에 맞춰 살지 않는 한 빈도 없는 속도는 무의미하다.

2. ⑤ 도로와 달리 대중교통은 곧 와야 존재하는 것이므로, 속도만 강조하는 것은 운전자의 오류이며 빈도가 중요하다는 주장이다.

7-17 · 2025학년도 9월 모평 24번

1. ③ 경직된 습관과 관습은 혁신을 위협하고 사무실 설계의 답은 계속 바뀌므로, 올바른 계획은 변화의 문화를 만드는 것이다.

2. ② 80년간의 사무실 설계는 순환하며, 직선적 진보는 신화이므로 변화의 문화를 만드는 것이 중요하다는 것이 요지다. ③은 글이 '신화'라고 부정한 내용이다.

7-18 · 2026학년도 수능 33번

1. ④ 주어 the experiences of patients and visitors는 복수(experiences)이므로 are가 알맞다. ④ is → are.

2. ④ 고객뿐 아니라 건물을 실제로 쓰는 다양한 사용자의 의견을 설계 과정에 반영하면 더 나은 건물과 높은 만족도를 얻는다는 글이다.