# **Argument Analysis #1**

**You are requested to submit your assignment using UTORsubmit:** [**https://submit.utm.utoronto.ca**](https://submit.utm.utoronto.ca)

**Your submission will be integrated with Turnitin to check for plagiarism. You do not need to create a turnitin account, as this will be done automatically via UTORsubmit.**

**If you choose not to use UTORsubmit, please see the course syllabus for the alternative.**

**Your argument analysis must be submitted on or before March 13 (11:59PM).**

**If you get me a draft of your argument analysis by 5PM on March 6, I will give you some feedback on it (I won’t correct your errors of written expression).**

**Your argument analysis should be clearly expressed in essay form. I am asking you to evaluate the argument presented in the editorial you choose, indicating what its conclusion and major premises are, how logically strong you think it is, and how adequate, relevant, and acceptable its premises are. If this is applicable, please also indicate how you think the argument could be improved (for instance does it have missing premises? Does it use an irrational technique of persuasion?) Make sure you use the concepts discussed in class to analyze your argument. For instance, does it use a form of induction we have studied in class?). You do not need to do original research to evaluate the argument you choose, but should indicate what information you would be seeking to determine the acceptability of the premises and from what kind of sources. Please note that if you choose the first editorial, you must also diagram the argument.**

**The expected length of your assignment is approximately 750 words.**

**You are expected to cite your sources via a reference page (the references are not included in the approximate length). You may use any major form of citation (eg. APA, Chicago, MLA) but should be consistent and should follow the rules listed in a citation guide. Some citation guides are available here:** [**https://guides.library.ualberta.ca/citing**](https://guides.library.ualberta.ca/citing)

**You should review the Rubric posted on the course Blackboard site to see how you will be evaluated, as this should give you guidance as to what is expected of your argument analysis.**

# **Option 1**

Available through U of T libraries (once you log in with your utorid) at: https://search-proquest-com.myaccess.library.utoronto.ca/docview/1874321236/B6016E6060004551PQ/1?accountid=14771

Not Optional But Required: Vaccinating for the Health and Safety of My Kids and the Public

Matthews, Kirstin R. W. 2016. Narrative Inquiry in Bioethics 6(3): 172-3.

Fighting with my eight-year-old, Daniel, to get his annual flu shot, I wonder to myself if this is worth it. But the answer is always 'yes.' My two kids-Daniel and Kaitlin (11 years old) - are now beginning to understand why they have to get those dreaded but all too important shots each year. Kaitlin is old enough to remember getting the flu once and being miserable for over an entire week. She now talks about her immunizations with pride. "I'm vaccinated, so I won't get cervical cancer," she told her teacher after finishing her three doses of the HPV (human papilloma virus) vaccine last winter. Vaccines are important for our children's health as well as the public's health. For me they are not optional but required to keep my children safe.

As a biologist and policy scholar, I never questioned vaccinating my children. I'm very aware of the controversies in the late 90s starting with the MMR (measles, mumps and rubella) vaccine's link to autism, which, reviewed in an article by G.A. Poland's 2011 in Mayo Clinic Proceedings, turned out to be fraudulent. The MMR-autism paper was retracted and the author, Andrew Wakefield, lost his license. I know about the wealth of data on vaccine safety. I also realize that if people begin to opt out of vaccinations we cannot rely on herd immunity-a phenomenon where we do not get exposed to vaccine-preventable diseases because immunized individuals afford protection for the entire group. In my home state, the Texas Department of Health & Human Services has found emerging pockets of preventable diseases such as whooping cough (also known as pertussis) because of under-or unvaccinated individuals. I'm also conscious that Kaitlin and Daniel's grandparents are in their late 70s and are part of the immune-compromised elderly population that relies on herd immunity. Choosing to opt out of vaccinating my kids could have a huge impact on many people.

Finally, the cost of vaccinations pale in comparison to the costs associated with treating the disease. A 2014 Pediatrics article by Zhou et al determined that for every $1 spent on vaccines $13 is saved in direct (medical costs and nonmedical costs including travel or special needs programs) and indirect costs (such as productivity loss). Epidemics and outbreaks also have costs associated with medical care and public expenses. For instance, according to the National Vaccine Advisory Committee, approximately $4 million was spent in 2014-2015 to address the Disneyland measles outbreak that impacted 131 individuals…. (section excised)

I try to advocate when I find an opportunity. I guide parents to literature on vaccine safety. For instance, when a parent suggests that HPV vaccines are unsafe, I try to acknowledge their concern but then point out research over the past decade from the United Kingdom and Australia, where the vaccine is mandated for all girls, showing minimal side-effects. I also point out that the long-term benefits for the vaccine versus the risk for contracting HPV. HPV infections affect more than 79 million Americans and result in more than 4,000 deaths annually from cervical cancer alone. This doesn't include the increased incidents of other cancers from HPV including oropharyngeal (cancer on the back of the tongue, tonsils and middle of the throat), anal and genital cancers (vagina, vulvar and penile) occurring in men and women.

I've also begun working to promote more rigorous exemption policies as a policy scholar by publishing data-driven policy reports and articles. While vaccination coverage across any given state may appear adequate, those with large populations like Texas contain schools with high unvaccinated rates, some with nearly 50% of students whose parents have deliberately refused vaccinations according to the Texas Department Health & Human Services. Nearly 45,000 nonmedical exemptions were filed in Texas in the 2015-16 school year, a high for the last decade when the data started to be collected. I doubt Texas will eliminate personal belief exemptions, but parents should be required to file the exemptions annually with a physician's signature noting they were informed of the risks to their child and the public.

We are also facing increased risks for emerging infectious diseases in the United States. In 2009, H1N1 (also known as swine flu) infected an estimated 60 million Americans, which could have been worse had a vaccine not been developed More recently we have to be concerned about Zika, which has appeared within our borders and has no vaccine available. The side effects are still being discovered and can impact the developing brain of fetus and a child.

With so many worries I have for my children in the world, one prominent area I can control is providing vaccination for preventable diseases. Why wouldn't I do it?

Word count: **781**

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**Students who choose to analyze this argument must also diagram it.**

**Option 2**

Available through U of T libraries (once you log in with your utorid) at: https://search-proquest-com.myaccess.library.utoronto.ca/docview/1991615512/27EB69D79EA7442APQ/38?accountid=14771#resolverCitation\_preview\_0

Sacrificing cyclists for the climate

[Solomon, Lawrence](https://search-proquest-com.myaccess.library.utoronto.ca/indexinglinkhandler/sng/au/Solomon%2C%2BLawrence/%24N?accountid=14771)

[National Post](https://search-proquest-com.myaccess.library.utoronto.ca/pubidlinkhandler/sng/pubtitle/National%2BPost/%24N/45458/DocView/1991615512/fulltext/BD74499FA4E84110PQ/1?accountid=14771); Don Mills, Ont. [Don Mills, Ont] 26 Jan 2018: FP.11.

Believing that climate change looms large as a threat to the planet, many politicians and planners are determined to do whatever it takes to abate carbon dioxide. To combat the automobile, one of the greatest emitters of CO2, many are aggressively promoting the bicycle as an alternative, despite the immense costs - some well known, some not - involved.

The well-known costs in this war on CO2 can be measured by the billions spent by city governments around the world on bicycle infrastructure and bicycle promotion. The less-known costs - hushed when they're discussed at all - come in the form of carnage on the road, as cyclists become collateral damage in the climate change wars.

The European Union's independent authority on vehicular safety - the European Transport Safety Council - admitted as much when, in aid of developing a cycling strategy for the EU, it conceded that "an increase in cycling might, at least at first, lead to an increase in the number of cyclists killed or seriously injured." Among the many citations in its 2016 report,

The European Union's Role In Promoting The Safety Of Cycling, is a study by the Netherlands' Institute for Road Safety Research, which assessed what would happen if just 10 per cent of car trips shorter than 7.5 kilometres were replaced by bike trips. It found that cyclists in the Netherlands would suffer some 500 serious road injuries requiring hospitalization, untold numbers of lesser injuries and four to eight deaths.

These sobering results come from a geographically small country with a relatively small population that has the world's strongest cycling culture and its most advanced bicycle infrastructure. The accident toll could only rise in countries that attempt to pump up the number of cyclists on roads ill-suited to be retrofitted for cycling infrastructure and whose citizens lack training in bicycle safety.

The West's aging populations add another serious safety risk. As the Dutch study found, the only demographic group that stood to be safer by switching from the auto to the bike was 18-and 19-year-old males, who tend to be reckless behind the wheel of a car.

With all other demographics, and especially with those older than 35, a shift from the car to the bike elevates risk. Not that the road-safety status quo justifies complacency - the European Transport Safety Council reported 25,000 bicycle fatalities in the EU in the previous decade. In recent years, as inexperienced cyclists have been persuaded to take up cycling, the number of fatalities has been increasing.

The immediate risk to human safety, some planners doubtless believe, must be weighed against the potentially catastrophic risk to all humanity from climate change. This, they say, cannot be reversed without ending the car culture.

Yet even assuming, as the Dutch study did, that 10 per cent of short auto trips were converted to bike trips, vanishingly little would be accomplished on climate change. Auto trips of under 7.5 kilometres represent just 10 to 20 per cent of auto travel, the Dutch group estimates, meaning a 10-percent shift to the bike would reduce auto use by just one to two per cent, leaving CO2 emissions little changed and the car culture intact.

Cycling is now modestly on the rise throughout the West, along with immodest increases in fatalities and accidents.

But this suddenly increased demand for bicycles hasn't come from the grassroots, with citizens marching in the streets demanding the right to trade in their cars for bicycles. The sudden demand for cycling has mostly been top-down, ginned up at high-flying Velo-City Global Conferences that annually give "delegates from around the world a chance to share best practices for creating and sustaining cyclingfriendly cities." One was put on by Vancouver in 2012 when it hosted 1,000 "politicians, engineers, planners, architects, social marketers, academics, researchers, environmentalists, advocates, educators and industry representatives" giving utopian presentations promoting sustainable cycling cities.

Public polling shows that most people are reluctant to cycle much, if at all, but that they could be coaxed onto the road if cycling seemed safe, particularly through the use of bicycle paths. Through planning and advocacy forums such as Velo-City, bicycle paths have become the avenue through which the cycling-friendly city is hyped, ignoring evidence that shows bike lanes create only the illusion of safety:

While they tend to lower accidents along the path, they increase accidents at intersections, where most collisions with motor vehicles occur. In their haste to promote cycling and save the planet, the politicians and planners didn't even try to mitigate the damage by combining bicycle promotion with regulations requiring cyclists to be well trained and their bicycles to be roadworthy.

In the war against climate change, cyclists are becoming cannon fodder. The more cities succeed in their quest to save the planet, the more they will fail to protect their own people.

Lawrence Solomon, executive director of Urban Renaissance Institute, will debate the safety of bike paths at Grounds for Thought in Toronto on Tuesday, Jan. 30, at 8 pm. LawrenceSolomon@nextcity.com

CREDIT: Lawrence Solomon;National Post

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