

TABLE 6-25. Injury deaths and crude death rates by mechanism and intent, Oregon residents, 2013

| Mechanism | Total external ¹ | | Unintentional | | Suicide | | Homicide | | Undetermined | | Legal intervention/ war ³ | |
|------------------------------------|-----------------------------|-------------------|---------------|-------------------|---------|-------------------|----------|-------------------|--------------|-------------------|-----------------------------------------|-------------------|
| | Total | Rate ² | Total | Rate ² | Total | Rate ² | Total | Rate ² | Total | Rate ² | Total | Rate ² |
| Total | 2,638 | 67.3 | 1,732 | 44.2 | 697 | 17.8 | 90 | 2.3 | 68 | 1.7 | 8 | 0.2 |
| Cut/pierce | 21 | 0.5 | – | – | 8 | 0.2 | 13 | 0.3 | – | – | – | – |
| Drowning | 75 | 1.9 | 56 | 1.4 | 11 | 0.3 | 1 | <.05 | 7 | 0.2 | – | – |
| Fall | 659 | 16.8 | 639 | 16.3 | 18 | 0.5 | – | – | 2 | 0.1 | – | – |
| Fire/hot object or substance | 41 | 1.0 | 39 | 1.0 | 1 | <.05 | – | – | 1 | <.05 | – | – |
| Firearm | 461 | 11.8 | 8 | 0.2 | 388 | 9.9 | 54 | 1.4 | 4 | 0.1 | 7 | 0.2 |
| Machinery | 4 | 0.1 | 4 | 0.1 | – | – | – | – | – | – | – | – |
| All transport ⁴ | 389 | 9.9 | 387 | 9.9 | 1 | <.05 | – | – | 1 | <.05 | – | – |
| Motor vehicle traffic | 324 | 8.3 | 324 | 8.3 | – | – | – | – | – | – | – | – |
| Occupant ⁵ | 155 | 4.0 | 155 | 4.0 | – | – | – | – | – | – | – | – |
| Driver ⁶ | 101 | 2.6 | 101 | 2.6 | – | – | – | – | – | – | – | – |
| Passenger ⁶ | 43 | 1.1 | 43 | 1.1 | – | – | – | – | – | – | – | – |
| Motorcyclist ⁷ | 33 | 0.8 | 33 | 0.8 | – | – | – | – | – | – | – | – |
| Pedal cyclist ⁷ | 5 | 0.1 | 5 | 0.1 | – | – | – | – | – | – | – | – |
| Pedestrian | 55 | 1.4 | 55 | 1.4 | – | – | – | – | – | – | – | – |
| Other and unspecified | 76 | 1.9 | 76 | 1.9 | – | – | – | – | – | – | – | – |
| Pedal cyclist, other | 6 | 0.2 | 6 | 0.2 | – | – | – | – | – | – | – | – |
| Pedestrian, other | 15 | 0.4 | 15 | 0.4 | – | – | – | – | – | – | – | – |
| Other land transport | 29 | 0.7 | 27 | 0.7 | 1 | <.05 | – | – | 1 | <.05 | – | – |
| Other transport | 15 | 0.4 | 15 | 0.4 | – | – | – | – | – | – | – | – |
| Natural/environmental | 25 | 0.6 | 25 | 0.6 | – | – | – | – | – | – | – | – |
| Poisoning | 535 | 13.7 | 382 | 9.7 | 112 | 2.9 | – | – | 41 | 1.0 | – | – |
| Struck by or against | 17 | 0.4 | 11 | 0.3 | – | – | 6 | 0.2 | – | – | – | – |
| Suffocation | 231 | 5.9 | 83 | 2.1 | 142 | 3.6 | 3 | 0.1 | 3 | 0.1 | – | – |
| Other and unspecified | 137 | 3.5 | 98 | 2.5 | 16 | 0.4 | 13 | 0.3 | 9 | 0.2 | 1 | <.05 |
| Medical care complications | 43 | 1.1 | – | – | – | – | – | – | – | – | – | – |

¹ Includes deaths due to complications of medical and surgical care

² Rate per 100,000 population.

³ Includes late effects of injuries sustained in war (Oregon residents who died outside the U.S. while on active-duty are not reported to the Center for Health Statistics).

⁴ Excludes late effects of transport accidents (ICD-10 code Y85).

⁵ Excludes persons traveling by motorcycle and pedalcycle.

⁶ The sum of decedents who were drivers and passengers is less than the number shown in the occupant category because the passenger status was not stated in all cases.

⁷ Includes both drivers and passengers.

– Quantity is zero.