

**TABLE 6-20. Number of Injury Deaths and Crude Death Rate<sup>1</sup> by Mechanism and Intent, Oregon Residents, 1999**

| Mechanism                             | Total External |      | Unintentional |      | Suicide |      | Homicide |      | Undetermined |      | Legal Intervention <sup>2</sup> |      |
|---------------------------------------|----------------|------|---------------|------|---------|------|----------|------|--------------|------|---------------------------------|------|
|                                       | Total          | Rate | Total         | Rate | Total   | Rate | Total    | Rate | Total        | Rate | Total                           | Rate |
|                                       |                |      |               |      |         |      |          |      |              |      | Total                           | Rate |
| Total .....                           | 1,865          | 56.5 | 1,144         | 34.7 | 499     | 15.1 | 109      | 3.3  | 58           | 1.8  | 10                              | 0.3  |
| Cut/pierce .....                      | 29             | 0.9  | 1             | <.05 | 8       | 0.2  | 19       | 0.6  | 1            | <.05 | -                               | -    |
| Drowning .....                        | 66             | 2.0  | 58            | 1.8  | 3       | 0.1  | -        | -    | 5            | 0.2  | -                               | -    |
| Falls .....                           | 190            | 5.8  | 183           | 5.5  | 6       | 0.2  | -        | -    | 1            | <.05 | -                               | -    |
| Fire, hot object or substance .....   | 36             | 1.1  | 31            | 0.9  | 3       | 0.1  | 1        | <.05 | 1            | <.05 | -                               | -    |
| Fire .....                            | 35             | 1.1  | 30            | 0.9  | 3       | 0.1  | 1        | <.05 | 1            | <.05 | -                               | -    |
| Firearm .....                         | 391            | 11.8 | 8             | 0.2  | 315     | 9.5  | 58       | 1.8  | 3            | 0.1  | 7                               | 0.2  |
| Machinery .....                       | 14             | 0.4  | 14            | 0.4  | -       | -    | -        | -    | -            | -    | -                               | -    |
| All Transportation .....              | 478            | 14.5 | 473           | 14.3 | 3       | 0.1  | 1        | <.05 | 1            | <.05 | -                               | -    |
| Motor vehicle traffic .....           | 409            | 12.4 | 409           | 12.4 | -       | -    | -        | -    | -            | -    | -                               | -    |
| Occupant <sup>3</sup> .....           | 184            | 5.6  | 184           | 5.6  | -       | -    | -        | -    | -            | -    | -                               | -    |
| Driver <sup>4</sup> .....             | 105            | 3.2  | 105           | 3.2  | -       | -    | -        | -    | -            | -    | -                               | -    |
| Passenger <sup>4</sup> .....          | 47             | 1.4  | 47            | 1.4  | -       | -    | -        | -    | -            | -    | -                               | -    |
| Motorcyclist <sup>5</sup> .....       | 20             | 0.6  | 20            | 0.6  | -       | -    | -        | -    | -            | -    | -                               | -    |
| Pedal cyclist <sup>5</sup> .....      | 4              | 0.1  | 4             | 0.1  | -       | -    | -        | -    | -            | -    | -                               | -    |
| Pedestrian .....                      | 44             | 1.3  | 44            | 1.3  | -       | -    | -        | -    | -            | -    | -                               | -    |
| Other & unspecified traffic .....     | 157            | 4.8  | 157           | 4.8  | -       | -    | -        | -    | -            | -    | -                               | -    |
| Pedal, other .....                    | 1              | <.05 | 1             | <.05 | -       | -    | -        | -    | -            | -    | -                               | -    |
| Pedestrian, other .....               | 14             | 0.4  | 14            | 0.4  | -       | -    | -        | -    | -            | -    | -                               | -    |
| Other land transport accident .....   | 29             | 0.9  | 29            | 0.9  | -       | -    | -        | -    | -            | -    | -                               | -    |
| Other transport .....                 | 20             | 0.6  | 20            | 0.6  | -       | -    | -        | -    | -            | -    | -                               | -    |
| Natural/environmental .....           | 20             | 0.6  | 20            | 0.6  | -       | -    | -        | -    | -            | -    | -                               | -    |
| Poisoning .....                       | 257            | 7.8  | 145           | 4.4  | 75      | 2.3  | 1        | <.05 | 36           | 1.1  | -                               | -    |
| Struck by or against .....            | 22             | 0.7  | 18            | 0.5  | -       | -    | 4        | 0.1  | -            | -    | -                               | -    |
| Suffocation .....                     | 129            | 3.9  | 42            | 1.3  | 76      | 2.3  | 8        | 0.2  | 3            | 0.1  | -                               | -    |
| Other and unspecified .....           | 188            | 5.7  | 151           | 4.6  | 10      | 0.3  | 17       | 0.5  | 7            | 0.2  | 3                               | 0.1  |
| Adverse effects in medical care ..... | 45             | 1.4  | -             | -    | -       | -    | -        | -    | -            | -    | -                               | -    |

<sup>1</sup> Rate per 100,000 population.

<sup>2</sup> Including late effects of injuries sustained in war.

<sup>3</sup> Excluding persons traveling by motorcycle and pedalcycle.

<sup>4</sup> 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.

<sup>5</sup> Includes both drivers and passengers.

- Quantity = 0.