



The Chief Justice's Second Quarter Statistics Report on the Traffic Courts of Jamaica

(April – June, 2026)

Prepared for the Office of the Chief Justice of Jamaica
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Executive Summary

The second quarter of the 2026 judicial calendar (April – June) reveals a Jamaican Traffic Court network operating under severe and compounding volumetric strain. Across the 13 island jurisdictions, the system recorded an overwhelming influx of 87,405 newly filed traffic infractions. However, the courts successfully disposed of only 11,078 of these contemporary cases, yielding an island-wide new case disposal rate of just 12.67%. Consequently, a massive 87.33% of all new filings—representing 76,327 unresolved matters—immediately rolled over into the new quarter.

To maintain baseline operational throughput, the judiciary relied heavily on the resolution of older, brought-forward legacy matters. The courts successfully cleared 20,900 legacy cases during the quarter, lifting the total aggregate disposals to 31,978 cases and establishing a national overall case clearance rate of 36.59%. Critically, zero traffic courts achieved the 100% break-even standard clearance threshold, confirming that backlog accumulation is a universal challenge across every parish, heavily driven by the systemic inability to process contemporary intake.

Comparative Workload and Case Intake

The operational data exposes an extreme geographic disparity in how judicial workloads are distributed. The **Corporate Area Traffic Court** remains the undisputed intake epicenter, absorbing 26,831 new cases—nearly 31% of the island's total workload. When combined with secondary high-volume hubs such as **St. Catherine** (15,549 cases) and **St. James** (11,643

cases), just three jurisdictions account for over 60% of all national traffic filings. In stark contrast, courts like **Portland** (1,637 cases) and **Hanover** (1,956 cases) operate with a fraction of this intake, highlighting a massive administrative gap between the primary urban centers and lighter rural registries.

Performance Index Disparities

Performance across key operational indices is highly polarized, demonstrating that severe intake bottlenecks do not universally predict administrative efficiency.

- **Case Clearance Leadership: Portland** demonstrated the highest operational resilience, leading the island with a 92.73% overall case clearance rate and the highest new case disposal rate at 45.45%. **St. Mary** followed with a 69.91% clearance rate, indicating that jurisdictions with lower raw intake volumes are faring much better in stabilizing their dockets.
- **Systemic Breakdown: St. James** exhibited the most acute operational distress in the network. Despite absorbing the third-highest volume of new cases (11,643), it managed to resolve only 197 contemporary filings, yielding an island-low new case disposal rate of 1.69% and a dismal overall clearance rate of 7.34%.

Backlog Accumulation and Resource Cannibalization

The relationship between new backlog accumulation and the focus on resolving legacy cases highlights a structural cannibalization of judicial resources. Across the island, 65.36% of all aggregate disposals were strictly older, legacy matters.

This dynamic is most pronounced in high-burden courts, which are forced to sacrifice contemporary efficiency to pay off historical debt. **St. James** dedicated a massive 76.96% of its total disposal output to legacy cases, which directly facilitated its island-leading 98.31%

backlog accumulation rate. The **Corporate Area** mirrored this structural paralysis, utilizing 75.24% of its judicial bandwidth on legacy matters while allowing 87.10% of its new filings to slip into arrears. Conversely, parishes with more balanced throughput models, such as **Westmoreland** (which dedicated only 26.83% of its disposals to legacy matters), achieved stronger contemporary disposal metrics (24.72%), though still falling short of the critical break-even threshold.

Disclaimer: The statistical data utilized to produce this report is based on information available within the Traffic Information Management System (TiMS) as of June 30, 2026. Please be advised that variances may exist across individual courts concerning the promptness and comprehensiveness of local system updates. Nevertheless, this aggregated data delivers critical, reliable insights into broader operational trends, congestion rates, and the overall performance of the traffic courts.

Introduction

This report presents a statistical evaluation of the Jamaican Traffic Courts, capturing the operational dynamics and quantitative court performance metrics for the second quarter of the 2026 judicial calendar (April – June 2026). Utilizing aggregated data from the Traffic Information Management System (TiMS), this analysis provides critical insights into the broader congestion rates and administrative realities facing the judiciary.

The findings establish that the traffic court network continues to operate under profound volumetric strain. During the second quarter, the system received an overwhelming influx of 87,405 new case filings, yet successfully disposed of only 11,078 of these specific matters, resulting in a severely bottlenecked new case disposal rate of 12.67%. Although the courts supplemented their output by clearing 20,900 legacy cases, the sheer velocity of incoming infractions has suppressed the overall national case clearance rate to just 36.59%.

These metrics indicate that the courts remain in a state of systemic insolvency, where the operational debt of new traffic infractions vastly outpaces the revenue of case resolutions. Every individual traffic court is currently functioning below the critical 100% standard clearance rate, confirming that the national backlog is actively expanding across all jurisdictions. This structural deficit not only threatens the integrity of contemporary traffic enforcement but also acts as a compounding frictional drag on macroeconomic growth and national productivity.

Statistical Evaluation of the Jamaican Traffic Courts

The following sections will disaggregate this national congestion by parish to diagnose specific geographic failure points, outline the forecasted year-end trajectories, and provide data-driven recommendations. The ultimate objective is to decouple legacy backlog processing from daily intake operations and establish the modern administrative frameworks necessary to restore operational equilibrium across the island.

The operational landscape of the Jamaican Traffic Courts during the second quarter of 2026 continues to exhibit significant volumetric strain. Across all island courts, a total of 87,405 new cases were filed, while the judiciary disposed of 11,078 new cases and cleared 20,900 older cases brought forward, resulting in an aggregate disposition of 31,978 cases.

The island-wide new case disposal rate stands at 12.67%, and the overall case clearance rate rests at 36.59%. Every single traffic court remains well below the critical 100% break-even threshold, indicating ongoing backlog accumulation across all jurisdictions.

Table 1.0: Performance Summary for the Second Quarter of 2026 [April – June, 2026]

Traffic Court Case Activity Report for the Second Quarter of 2026						
Traffic Court	Number of New Cases Filed	Number of New Cases Filed which were disposed	Number of Cases Brought forward which were disposed	Aggregate Cases Disposed	Case Disposal Rate	Case Clearance Rate
Clarendon	3,905	706	532	1,238	18.08%	31.70%
Corporate Area Traffic Court	26,831	3,461	10,520	13,981	12.90%	52.11%
Hanover	1,956	587	517	1,104	30.01%	56.44%
Manchester	3,575	316	858	1,174	8.84%	32.84%
Portland	1,637	744	774	1,518	45.45%	92.73%
St. Ann	4,378	441	687	1,128	10.07%	25.77%
St. Catherine	15,549	1,200	3,089	4,289	7.72%	27.58%

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St. Elizabeth	3,088	447	845	1,292	14.48%	41.84%
St. James	11,643	197	658	855	1.69%	7.34%
St. Mary	2,047	413	1,018	1,431	20.18%	69.91%
St. Thomas	2,186	434	350	784	19.85%	35.86%
Trelawny	4,408	599	490	1,089	13.59%	24.71%
Westmoreland	6,202	1,533	562	2,095	24.72%	33.78%
Overall	87,405	11,078	20,900	31,978	12.67	36.59

Chart 1.0: Distribution Case Clearance and Case Disposal Rate for the period April – June, 2026

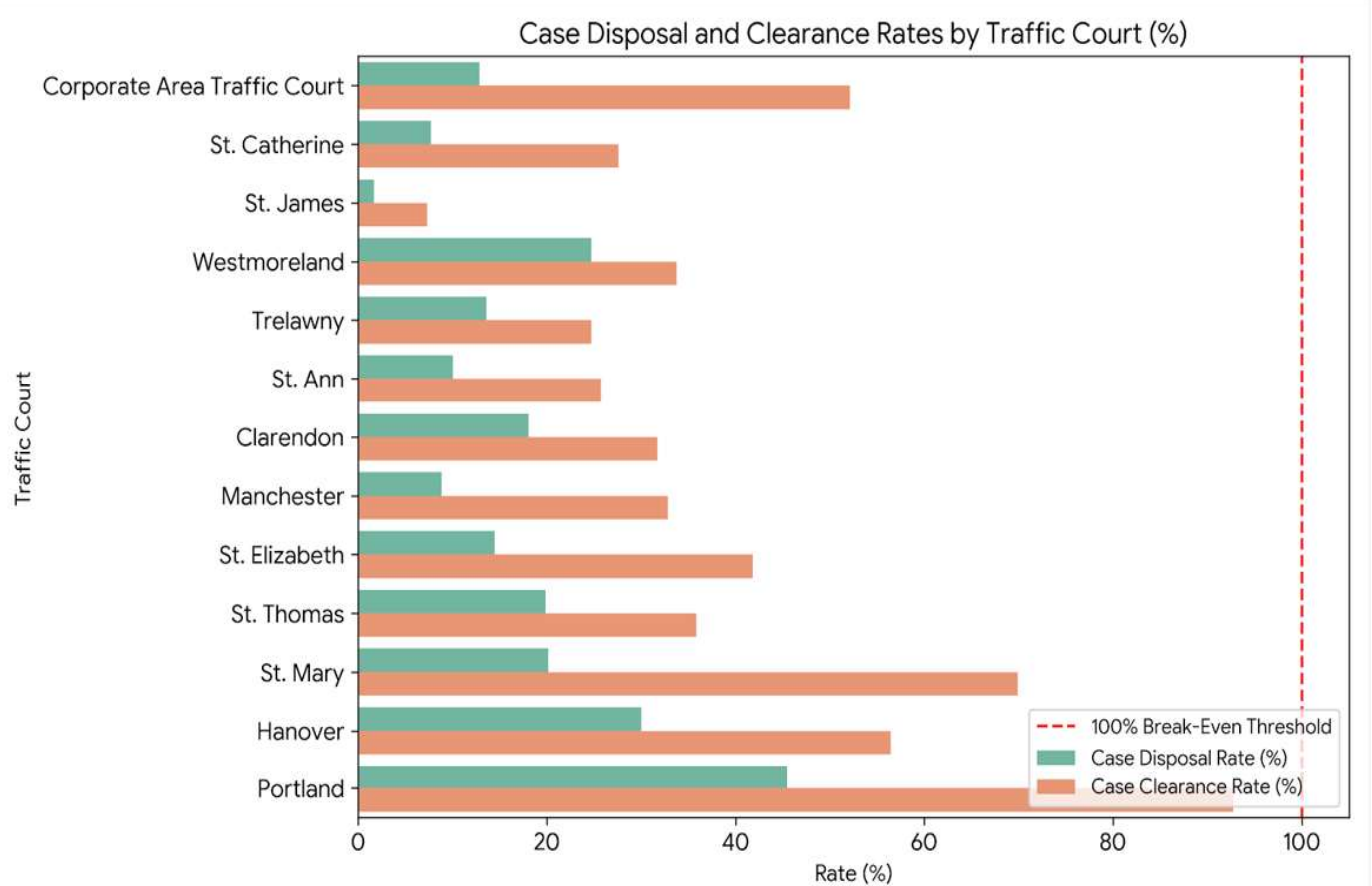
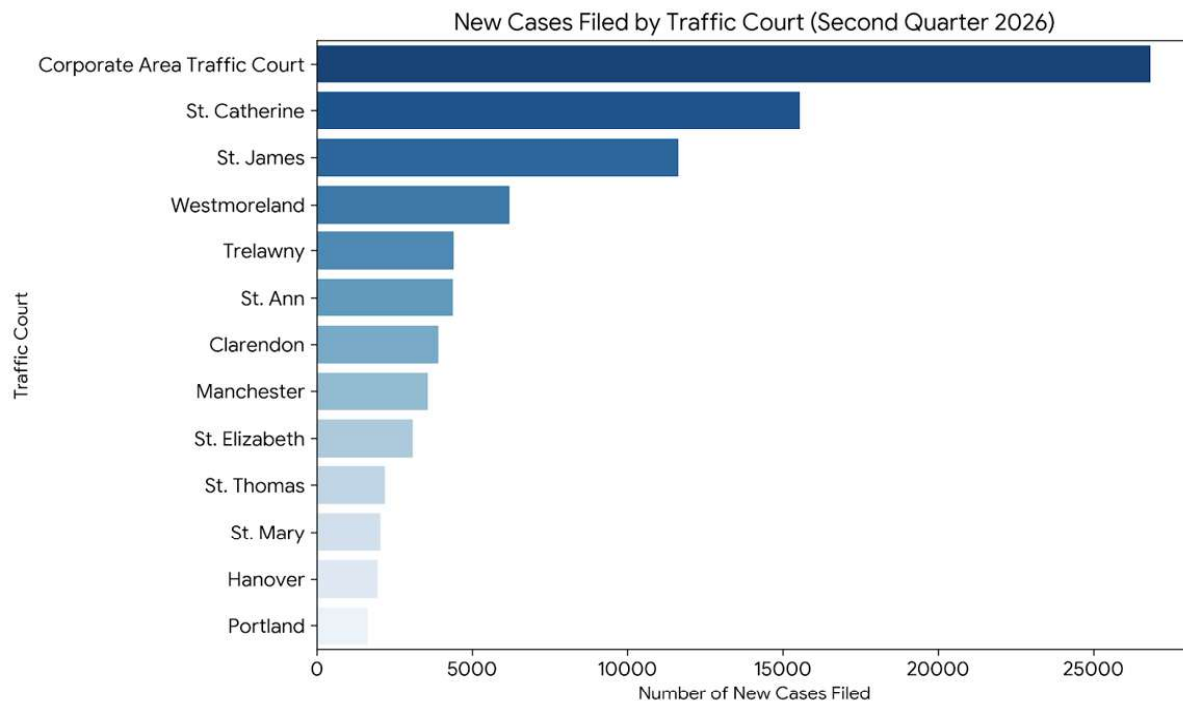


Chart 2.0: Distribution of New Cases Filed for the period April – June, 2026

The operational data for the Jamaican Traffic Courts reveals an extreme geographic skew in judicial workloads and a compounding national backlog. The Corporate Area Traffic Court remains the system's primary administrative bottleneck, absorbing 26,831 new cases—accounting for roughly 30% of the island's total influx. Secondary high-volume jurisdictions like St. Catherine (15,549 cases) and St. James (11,643 cases) also face severe volumetric strain. In stark contrast, lower-volume courts such as Hanover (1,956 cases) and Portland (1,637 cases) manage highly stabilized caseloads, creating a massive operational spread across the national network.

An analysis of key performance indices exposes critical throughput deficits and a systemic reliance on historical debt resolution. The island-wide new case disposal rate sits at a bottlenecked 12.67%, indicating that the courts are fundamentally unable to keep pace with

incoming infractions. When comparing individual jurisdictions, the performance gap widens significantly: while Portland achieved the highest new case disposal rate at 45.45%, St. James lagged in a state of acute administrative distress with a rate of just 1.69%.

To maintain baseline operational throughput, the national network relied heavily on clearing older, brought-forward cases, resolving 20,900 legacy matters compared to just 11,078 new cases. This dynamic enabled Portland to achieve a near break-even total clearance rate of 92.73% largely through legacy resolution. Conversely, St. James recorded an overall clearance rate of just 7.34%, signaling a near-total collapse in both contemporary and legacy case processing.

To arrest these compounding backlogs and restore operational equilibrium, three strategic interventions are imperative:

Decoupling Intake from Backlog Processing: The heavy reliance on legacy case clearing in high-volume hubs like the Corporate Area and St. Catherine demonstrates that registries are structurally forced to split their attention between historical arrears and daily filings. Establishing dedicated temporary tribunals or specialized shifts specifically for legacy matters would relieve the immense pressure currently placed on primary court dockets.

Resource Reallocation via Predictive Analytics: Judicial administrative support must be dynamically shifted toward high-intake failure points. Reallocating resources to jurisdictions like the Corporate Area and St. James is critical, as their low disposal rates threaten to compound national backlogs indefinitely if left unchecked.

Alternative Dispute & Diversion Pathways: Expanding administrative, out-of-court settlement options for minor traffic infractions could be explored. Diverting low-level matters

would drastically reduce the volume of formal summonses entering the registry, enabling the courts to finally approach the critical 100% case clearance benchmark.

Building upon the first quarter baseline and second quarter operational data (April – June 2026), this section presents the year-end trajectory for the Jamaican Traffic Court network. Using run-rate projections scaled across the remaining operational period of the judicial calendar, the forecasting model estimates the total new cases and total disposals expected by the close of 2026.

The projections indicate a continuing island-wide deficit: the network is forecasted to receive **370,597 total new cases against 149,494 total disposals**, resulting in an overall projected annual clearance rate of 40.3%. Similar to preceding quarters, zero traffic courts are projected to reach the critical 100% break-even threshold, confirming that national backlog accumulation will persist across all parishes throughout the remainder of 2026.

Forecasted Case Clearance Rates

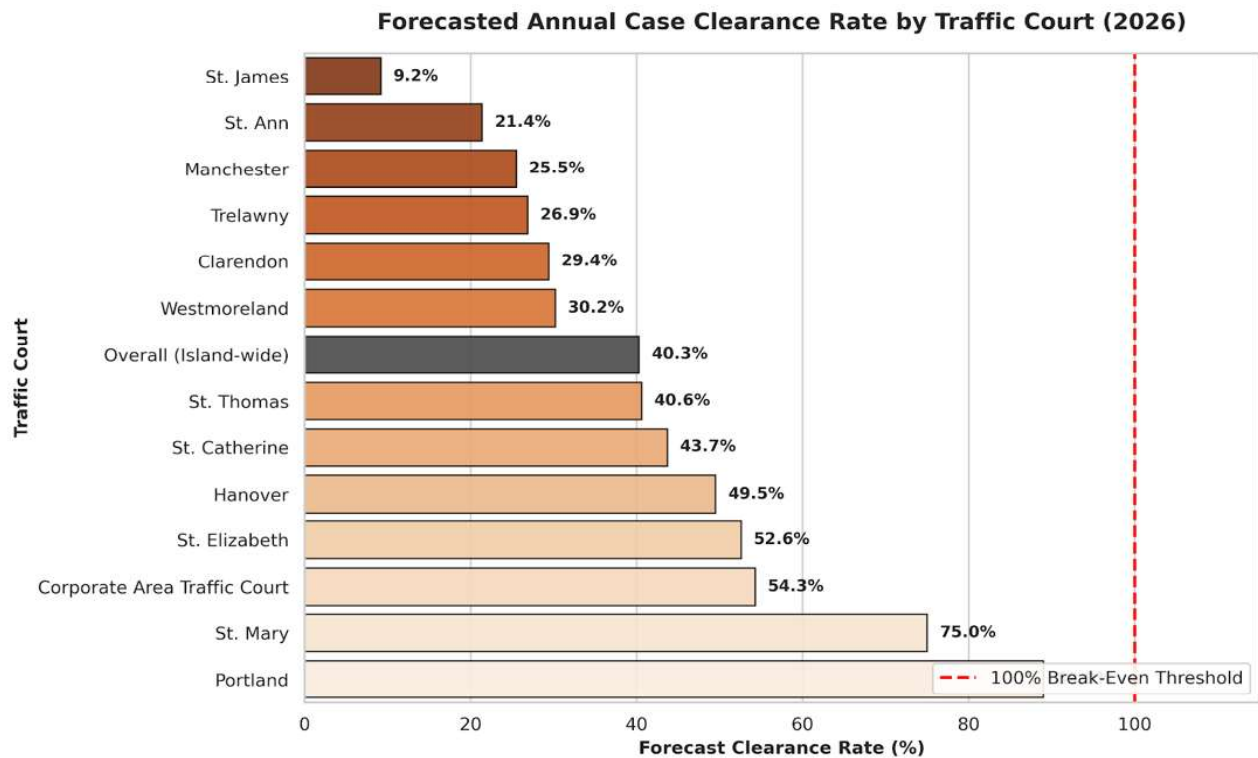
Table 3.0: Forecasted Case Clearance Rate for 2026 based on Case Activity as at the end of June 30, 2026

Traffic Court	Forecasted Total New Cases (2026)	Forecasted Total Disposed (2026)	Projected Annual Clearance Rate (%)
Clarendon	18,431	5,426	29.4%
Corporate Area Traffic Court	119,210	64,701	54.3%
Hanover	8,619	4,266	49.5%
Manchester	15,451	3,942	25.5%

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Portland	7,048	6,270	89.0%
St. Ann	20,087	4,296	21.4%
St. Catherine	62,741	27,387	43.7%
St. Elizabeth	12,576	6,610	52.6%
St. James	45,363	4,164	9.2%
St. Mary	8,028	6,020	75.0%
St. Thomas	9,330	3,784	40.6%
Trelawny	17,516	4,720	26.9%
Westmoreland	26,197	7,908	30.2%
Overall / Totals	370,597	149,494	40.3%

Chart 3.0: Forecasted Case Clearance Rate for 2026 based on Case Activity as at the end of June 30, 2026



The forecasted case clearance metrics for the 2026 judicial calendar project a continuing island-wide deficit across the traffic court network, anticipating a total intake of 370,597 new

cases against only 149,494 total disposals, which establishes an overall projected annual clearance rate of 40.3%. Every individual traffic court is projected to fall below the critical 100% break-even threshold, confirming that national backlog accumulation will persist across all jurisdictions through the close of the year.

Severe operational disparities separate the most resilient courts from those facing acute administrative distress. Portland leads the island with a projected annual clearance rate of 89.0%, expecting 7,048 new cases and 6,270 disposals, followed closely by St. Mary with a projected clearance rate of 75.0% on 8,028 new cases. Conversely, St. James faces the most critical operational breakdown in the network, projected to record an annual clearance rate of just 9.2% as its heavy intake of 45,363 new cases yields only 4,164 disposals. St. Ann and Manchester also confront severe operational challenges, tracking toward low projected clearance rates of 21.4% and 25.5% respectively.

High-volume urban and regional centers absorb the vast majority of the national caseload while struggling to maintain equilibrium. The Corporate Area Traffic Court is projected to handle the heaviest volume on the island with 119,210 new cases and 64,701 disposals, achieving a moderate clearance rate of 54.3%. Similarly, St. Catherine anticipates a substantial workload of 62,741 new cases with a projected clearance rate of 43.7%. Meanwhile, moderate-volume jurisdictions occupy the middle tier of the forecast, with Hanover tracking toward 49.5%, St. Elizabeth at 52.6%, Westmoreland at 30.2%, Clarendon at 29.4%, Trelawny at 26.9%, and St. Thomas at 40.6%, each continuing to add unmanaged volume to their active backlogs.

Backlog Analysis

Table 4.0: Parish-Level Breakdown & Backlog Accumulation Matrix for the Second Quarter of 2026

Traffic Court	New Cases Filed	Case Disposal Rate (%)	Case Clearance Rate (Total) (%)	Backlog Accumulation Rate (%)	Legacy Share of Disposals (%)
Clarendon	3,905	18.08%	31.70%	81.92%	42.97%
Corporate Area Traffic Court	26,831	12.90%	52.11%	87.10%	75.24%
Hanover	1,956	30.01%	56.44%	69.99%	46.83%
Manchester	3,575	8.84%	32.84%	91.16%	73.08%
Portland	1,637	45.45%	92.73%	54.55%	50.99%
St. Ann	4,378	10.07%	25.77%	89.93%	60.90%
St. Catherine	15,549	7.72%	27.58%	92.28%	72.02%
St. Elizabeth	3,088	14.48%	41.84%	85.52%	65.40%
St. James	11,643	1.69%	7.34%	98.31%	76.96%
St. Mary	2,047	20.18%	69.91%	79.82%	71.14%
St. Thomas	2,186	19.85%	35.86%	80.15%	44.64%
Trelawny	4,408	13.59%	24.71%	86.41%	45.00%
Westmoreland	6,202	24.72%	33.78%	75.28%	26.83%
Overall / Totals	87,405	12.67%	36.59%	87.33%	65.36%

The backlog analysis for the second quarter of 2026 illustrates a profound structural crisis across the Jamaican Traffic Court network, defined by rampant backlog accumulation and an over-reliance on legacy case resolution. Island-wide, the courts absorbed 87,405 new traffic cases but successfully disposed of only 11,078 of those contemporary filings, yielding a dismal new case disposal rate of 12.67%. Consequently, the national backlog accumulation rate reached a staggering 87.33%, meaning that nearly nine out of every ten newly filed cases immediately rolled over into active arrears without being resolved during the reporting period. Although the judiciary achieved an aggregate disposal of 31,978 cases—pushing the total case clearance rate to 36.59%—this throughput was heavily sustained by clearing older,

brought-forward matters. Across the network, 65.36% of all judicial resolutions were dedicated strictly to legacy cases, exposing a system forced to cannibalize its present capacity just to pay off historical debt.

Parish-level performance metrics reveal extreme operational divergence and localized failure points. St. James experienced the most acute administrative distress on the island, recording a catastrophic backlog accumulation rate of 98.31% and an exceptionally low case disposal rate of 1.69% after resolving only 197 out of 11,643 new filings. To maintain its minimal output, St. James had to direct 76.96% of its total disposals toward legacy matters, leaving its contemporary docket virtually unaddressed and resulting in an overall total clearance rate of just 7.34%. Similarly, St. Catherine and Manchester exhibited severe volumetric strain, posting backlog accumulation rates of 92.28% and 91.16% respectively, alongside legacy resolution shares exceeding 72%. St. Ann and Trelawny mirrored this distress, with backlog accumulation rates hovering near 90% and overall clearance rates languishing below 26%.

High-volume urban centers also struggled under the immense weight of incoming infractions, though with varying degrees of mitigation. The Corporate Area Traffic Court, serving as the primary intake engine of the nation with 26,831 new cases, registered an 87.10% backlog accumulation rate and a new case disposal rate of 12.90%. To stay afloat, the Corporate Area dedicated 75.24% of its judicial effort to resolving legacy cases, which helped lift its total clearance rate to a moderate 52.11%. Meanwhile, moderate-volume courts such as Clarendon, St. Elizabeth, St. Thomas, and Westmoreland maintained backlog accumulation rates between 75% and 85%, relying on legacy shares ranging from 26.83% in Westmoreland to 65.40% in St. Elizabeth.

Conversely, lower-volume and more resilient rural jurisdictions demonstrated considerably stronger throughput capabilities by balancing contemporary and historical case management. Portland emerged as the top-performing court on the island, recording the lowest backlog accumulation rate at 54.55% and the highest new case disposal rate at 45.45%, culminating in a near break-even total clearance rate of 92.73% with an even distribution between new and legacy resolutions. St. Mary and Hanover also performed strongly, achieving total case clearance rates of 69.91% and 56.44% respectively, and holding their backlog accumulation rates below 80%. Ultimately, the matrix confirms that while smaller courts can maintain operational equilibrium, the broader judicial network remains trapped in an unsustainable cycle where unmanaged contemporary intake guarantees expanding backlogs across the island.

Detailed Discussion of Statistical Output

The statistical analysis of the second quarter 2026 performance data for the Jamaican Traffic Courts reveals profound distributional skews, wide performance spreads, and systemic throughput constraints across the 13 island jurisdictions.

Distributional Analysis of New Case Influx

The volume of newly filed traffic infractions exhibits an extreme positive skew, characterized by a sharp divergence between high-burden urban hubs and lower-volume rural registries. Across the 13 courts, the mean number of new cases filed stands at 6,723.46, yet this average is heavily distorted by extreme outliers at the upper tail. The median case intake is substantially lower at 3,905 cases (represented by Clarendon), with the middle 50% interquartile range spanning from 2,186 cases (St. Thomas) to 6,202 cases (Westmoreland).

At the extremes, intake ranges from a minimum of 1,637 cases in Portland to a maximum of 26,831 cases in the Corporate Area Traffic Court, yielding an immense range of 25,194 cases. The standard deviation of 7,301.09 further underscores this severe volatility. The Corporate Area alone absorbs nearly 30% of the island's entire caseload, accompanied by secondary high-volume outliers like St. Catherine (15,549 cases) and St. James (11,643 cases). This concentration proves that national judicial resources are operating under highly unequal structural distribution environments rather than uniform workloads.

Analysis of New Case Disposal Rates

The statistical distribution of new case disposal rates highlights a systemic inability across all parishes to process contemporary infractions within the reporting period. The mean new case disposal rate across the network is a meager 17.51% with a standard deviation of 11.27%, indicating widespread suppression of daily throughput.

Performance is tightly clustered at the lower end: the 25th percentile sits at 10.07% (St. Ann), the median disposal rate is 14.48% (St. Elizabeth), and the 75% quartile reaches 20.18% (St. Mary). The distribution ranges from an acute operational low of 1.69% in St. James (resolving only 197 out of 11,643 new matters) to a positive outlier maximum of 45.45% in Portland. This statistical profile demonstrates that contemporary case resolution is severely bottlenecked, with the vast majority of courts failing to clear even one-fifth of their newly registered traffic matters during the quarter.

Case Clearance Rates and Backlog Volatility

When factoring in the resolution of older, brought-forward legacy cases, the statistical profile of total case clearance rates demonstrates moderate improvement but remains universally deficient. The mean overall case clearance rate across the 13 courts is 40.97% with a standard deviation of 22.20%, reflecting a wide performance spread across parishes.

The interquartile range for total clearance spans from a 25th percentile of 27.58% (St. Catherine) to a median of 33.78% (Westmoreland) and a 75th percentile of 52.11% (Corporate Area). The distribution spans from an island low of 7.34% in St. James to an upper peak of 92.73% in Portland. Crucially, because the maximum clearance rate across the entire island sits at 92.73%, zero courts attain or exceed the 100% break-even threshold. This parametric reality proves that national backlog expansion is not isolated to high-volume outliers but represents a systemic, network-wide mathematical certainty where incoming case velocity permanently outpaces total adjudicative capacity.

Analysis of Warrants and Enforcement Implications in the Traffic Courts

The stark disparity between 87,405 new cases filed and only 11,078 new cases disposed points to a massive influx of unresolved contemporary matters, resulting in an approximately 87% non-compliance rate. In a traffic court setting, this high rate of non-compliance virtually guarantees the rapid issuance of thousands of bench warrants for disobedience of summons. However, the overarching national case clearance rate of 36.59% mathematically confirms that these warrants are falling into an issuance and execution void.

This failure creates compounding administrative paralysis within court registries. The clerical burden of processing, printing, and disseminating tens of thousands of warrants that ultimately go unserved severely cannibalizes operational bandwidth. Furthermore, with high-volume courts dedicating upwards of 70% to 77% of their adjudicative focus strictly to legacy cases, the system lacks the structural capacity to process a sudden influx of executed warrants even if police sweeps were successful. This dynamic projects a weak enforcement environment, signaling to the motoring public that non-compliance carries minimal immediate risk and thereby fueling the cycle of new infractions. Ultimately, every unresolved traffic infraction and unexecuted warrant represents an unrealized unit of state revenue that should be actively funding public infrastructure.

Conclusion and Strategic Recommendations

The Jamaican Traffic Courts are operating in a state of systemic insolvency, where the revenue of case resolutions is vastly outpaced by the debt of new traffic infractions. Because the courts are structurally forced to prioritize legacy backlogs, they are functionally unequipped to process contemporary caseloads. This creates a compounding mathematical certainty where today's unresolved new filings guarantee tomorrow's unmanageable backlog. With no individual court achieving the critical 100% standard clearance rate necessary to halt backlog growth, current procedural frameworks are entirely insufficient to handle the modern realities of traffic enforcement and judicial administration.

To address these critical bottlenecks and modernize court management, the judiciary must structurally reform its daily operations. A primary directive should be the decoupling of daily

intake from legacy backlog processing. By establishing specialized, temporary tribunals or dedicated afternoon shifts solely focused on clearing brought-forward legacy cases and unexecuted warrants, primary court registries can begin to focus exclusively on achieving a complete clearance rate for new filings.

Furthermore, judicial resources must be dynamically reallocated using predictive analytics, shifting administrative staff, prosecuting resources, and judicial bandwidth away from stabilized rural zones and directly into severe high-volume failure points like St. James, St. Catherine, and the Corporate Area. Concurrently, the state must implement and expand administrative diversionary pathways, creating structured out-of-court settlement windows, digital payment portals, and administrative penalty frameworks for low-level infractions. Removing minor matters from formal court dockets entirely will immediately stem the tide of extreme backlog accumulation rates.

Recommendations

In essence, to address these critical bottlenecks and modernize court management, the judiciary must structurally reform its daily operations through four primary directives:

Decouple Intake from Backlog Processing: Formally separate daily intake operations from historical arrears by establishing specialized, temporary tribunals or dedicated afternoon shifts solely focused on clearing brought-forward legacy cases and unexecuted warrants. This allows primary court registries to focus exclusively on achieving a complete clearance rate for new filings.

Resource Reallocation via Predictive Analytics: Dynamically shift administrative staff, prosecuting resources, and judicial bandwidth away from stabilized rural zones and directly into severe high-volume failure points like St. James, St. Catherine, and the Corporate Area.

Alternative Dispute & Diversion Pathways: Expand administrative, out-of-court settlement options for minor traffic infractions, creating structured out-of-court settlement windows, digital payment portals, and administrative penalty frameworks. Removing minor matters from formal court dockets entirely will immediately stem the tide of extreme backlog accumulation rates.

Glossary of Technical Terms

Backlog Accumulation Rate: The percentage of newly filed cases that failed to be resolved within the reporting period, meaning they have automatically rolled over into the court's active backlog. It is calculated by dividing the number of unresolved new cases by the total number of new cases filed.

Backlog Resolution Focus: A metric that reveals where a court is spending its adjudicative resources. It represents the percentage of a court's total disposed cases that were legacy matters (brought forward) rather than recent filings.

Cases Brought Forward (Legacy Cases): Unresolved, pending traffic matters that were filed in previous years or reporting periods and carried over into the active inventory for 2026.

Cases Brought Forward Disposed: The specific volume of older, legacy cases that the court successfully resolved or closed during the current reporting period.

Case Clearance Rate (Standard Clearance Rate): The universal metric for measuring court congestion. It is the ratio of all disposed cases (both new and legacy) to the total number of new cases filed during the period. A rate of 100% means the court is breaking even; a rate under 100% indicates an actively growing backlog.

Case Disposal Rate (New Case Disposal Rate): The percentage of strictly new cases filed during the current period that were also successfully resolved within that exact same period.

New Cases Disposed: The number of newly filed traffic infractions (originating between Jan 1 and Apr 23, 2026) that have been successfully adjudicated, closed, or otherwise cleared from the docket.

New Cases Filed: The total absolute volume of new traffic infractions formally registered and added to the court's docket during the specified reporting period.

Total Disposed (Total Disposals): The combined sum of all case resolutions achieved by the court, including both the clearance of new cases and the clearance of legacy cases brought forward.

Interquartile Range (IQR): The interquartile range is a measure of statistical dispersion that describes the spread of the middle 50% of a dataset. Practically, it is calculated by subtracting the 25th percentile (the lower quartile) from the 75th percentile (the upper quartile). Because it focuses strictly on the central core of the data, the IQR is exceptionally useful because it completely ignores extreme outliers and skewed values at the absolute top or bottom ends.

Percentiles: A percentile is a practical marker that indicates the exact value below which a given percentage of observations in a group fall. For example, if a court's case-processing

duration sits at the 90th percentile, it means that 90% of all cases were processed in that amount of time or less, while only 10% took longer. Percentiles are standard benchmarks used to evaluate performance distributions, establish service level thresholds, and analyze court efficiency without being distorted by extreme values.

Quartiles: Quartiles are specific percentile markers that divide an ordered dataset into four equal parts, each representing 25% of the data observations.

First Quartile (Q1 / 25th Percentile): Represents the point below which 25% of the data falls, marking the boundary of the lowest quarter of observations.

Second Quartile (Q2 / 50th Percentile): Represents the exact median or middle value of the entire dataset.

Third Quartile (Q3 / 75th Percentile): Represents the point below which 75% of the data falls, marking the upper boundary of the middle 50% used to calculate the interquartile range.