

administers the Measure A sales tax, which voters approved in 1988 to ease congestion on the County's freeways, highways, and major thoroughfares.

To support these programs, there are 19 designated park-and-ride lots in the County.

3.15.5 Existing Goods Movement

3.15.5.1 Goods Movement

Because of the operational characteristics of trucks, their net effect on traffic flow can be two to three times the number of passenger cars on level or rolling terrain, and more on long upgrades. Traffic engineers relate the effect of trucks to passenger car equivalents or PCEs. Table 3.15.D shows the volume of trucks¹ on the freeways in this corridor, their overall percentage of traffic (in numbers of vehicles), and their corresponding percentage of roadway capacity consumed.

Except for SR-60 and SR-91, east-west roadways in this corridor do not represent primary facilities for current goods movement in Riverside County. However, these east-west facilities are important distributors of truck traffic between the north-south facilities, particularly I-15 and I-215.

¹ 1997 Caltrans Truck Volumes adjusted by 2 percent to reflect 1999 volumes

**Table 3.15.D - Daily Truck Volumes on State Highways in the Corridor and
Corresponding Percentage of Capacity Consumed**

Highway	Location	Volume	% of Traffic	% Capacity Consumed
SR-74	Jct 79 North	3,160	11%	22-29%
SR-74	Jct 79 South	2,750	11%	22-29%
SR-74	Jct 215 South	1,730	9%	18-24%
SR-74	Jct 215 North	1,840	11%	22-29%
SR-74	Jct 15	1,220	9%	18-24%
SR-74	Grand Ave	820	7%	14-19%
I-215	Jct 74 South	1,430	3%	6-8%
I-215	Jct 74 North	7,140	13%	26-35%
I-215	Cactus Ave	7,450	9%	18-24%
I-215	Jct 60 East	15,810	12%	24-32%
I-215	Jct 60/91	10,200	6%	12-16%
I-215	Jct 10	13,670	8%	16-21%
SR-60	Jct 215/91	9,690	10%	20-27%
SR-60	E Jct 215	11,020	10%	20-27%
SR-60	Gilman Springs Rd	5,710	16%	32-43%
SR-60	Jct 10	5,000	14%	28-37%