District Five
Truck Parking Study

Technical Report #1:
Plans and Policies Review

November 2017

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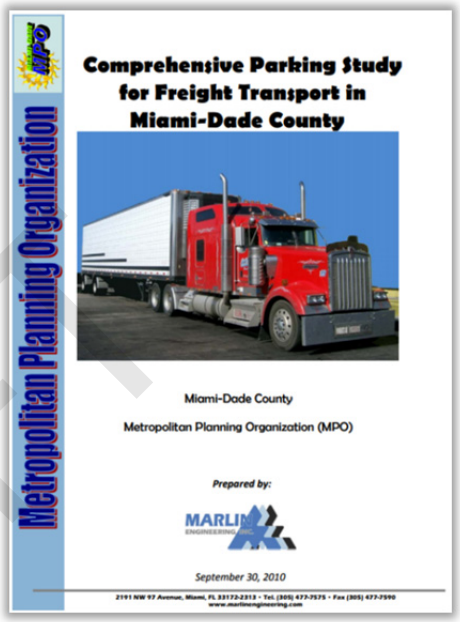
Literature Review: Statewide Truck Parking Studies

Comprehensive Parking Study for Freight Transport in Miami-Dade County



Marlin Engineering completed this study in 2010 for the Miami-Dade MPO. This study estimated truck parking demand in Miami-Dade County and developed recommendations for implementation of a truck parking program. The tasks undertaken in this effort included detecting unauthorized commercial vehicle parking problems; evaluation of available legal parking sites in the county including identifying suitable parcels for tractor-trailers; gathering parking surplus and deficit statistics; identification of existing truck activity centers and corridors; aggregation of truck trips, drivers, truck parking facilities, key truck origin/destination information; and estimating the scale of overnight truck parking demand.

The study advised Miami-Dade MPO to focus on developing solutions to reduce illegal truck parking and provide support for addressing the severity of truck parking supply shortages in the county. Specifically, the report recommended that the county consider acquiring 1,177 acres of land in order to generate 12,000 additional parking spaces to address the area parking demand. In order to successfully accomplish these tasks, the study produced the following recommended action items for next steps.

Study Recommended Action Items

- Develop county policy for development of truck parking program
- Coordinate with law enforcement to enforce existing truck parking laws and regulations
- Develop outreach materials and conduct community engagement activities
- Conduct market research and detailed site analyses
- Validate and refine desired truck parking functionality
- Develop strategic land acquisition and build-out plan
- Engage private sector and develop ownership and fee structure plan
- Cooperative effort between public agencies and private land owners to facilitate development of additional truck parking

It should be noted this study did not provide parking demand estimates for local operators and long haul interstate truck drivers. It was suggested that the Miami-Dade MPO undertake more

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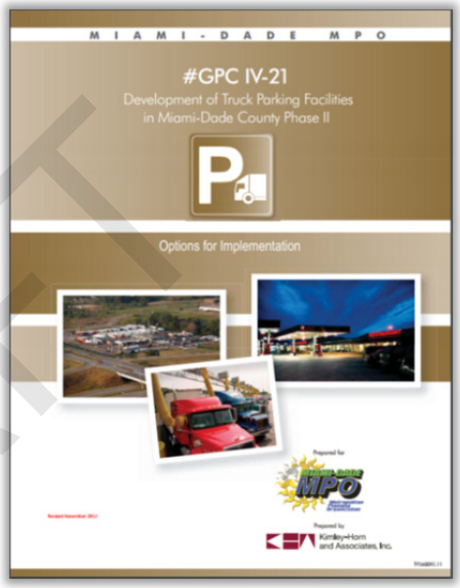
research on recommended parking demand characteristics associated with independent local truck operators and long haul interstate truck drivers.

Development of Truck Parking Facilities in Miami-Dade County Phase Two Options for Implementation

Completed by Kimley-Horn in 2012, this study seeks to serve as a guide for implementing truck parking facilities and builds off of the efforts undertaken in the *Comprehensive Parking Study for Freight Transport Phase I*.



The tasks for this report included analyzing proposed overnight truck parking sites, focusing on long-haul trucking operations and including developed prototypes; estimation of site development costs and identification of funding sources, including local/state incentive programs and financing; and development of a truck parking location action plan. The study produced the following recommended action items for next steps.

Study Recommended Action Items

- Focus on the implementation of truck maintenance and repair facilities, modern amenities, and security features such as fencing and lighting
- Apply real-time space availability and travel time technology embedded in signage located adjacent to freeways
- Pursue private partnerships related to fuel service, general store/convenience store, and food service/quick service restaurant

The study encouraged the pursuit of these recommended action items in order to advance development of truck parking facilities in Miami-Dade County.

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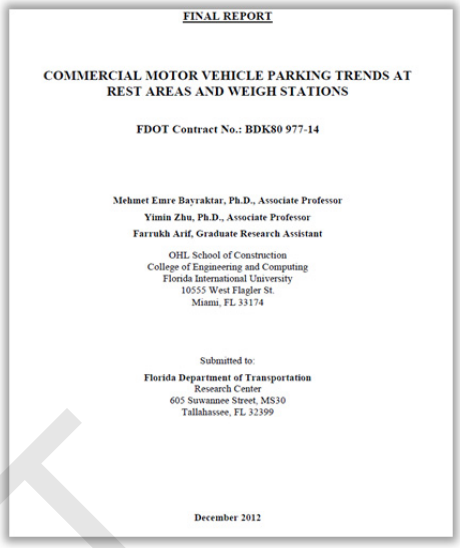
Commercial Motor Vehicle Parking Trends at Rest Areas and Weigh Stations



FINAL REPORT

COMMERCIAL MOTOR VEHICLE PARKING TRENDS AT REST AREAS AND WEIGH STATIONS

FDOT Contract No.: BDK80 977-14

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December 2012

Florida International University completed this study for FDOT in 2012 and provided analysis for determining the supply and demand characteristics of commercial truck parking, and assessing technology for improving parking management. Additionally the report included details on a pilot project which tests smart truck parking management technology. This technology focused on increasing operational efficiency of commercial drivers, reduction of truck parking on shoulders and of driver fatigue related crashes, as well as unnecessary diesel emissions. The study detailed facility information, truck parking capacity, time-stamped truck counts, and percent utilization. Also, interviews were conducted with truck drivers, on-site security personnel, and FDOT. Efforts also involved the development of software tools complementing wireless vehicle detection systems, pilot project GIS mapping applications, and an occupancy prediction model for user-specified parking space availability.

The recommendations listed in the study focused on improving the understanding of commercial vehicle parking trends in Florida, determining the level of truck parking capacity problems at each rest area, and reduction of the number of trucks resting on shoulders and driver fatigue related crashes. Decreasing unnecessary diesel emissions was also recommended. Long term recommendations included utilization of smart parking management systems for commercial trucks. In order to successfully accomplish these tasks, the study produced the below recommended action items for next steps.

Study Recommended Action Items

- Better utilization of weigh stations for nighttime truck parking
- Implement a pilot study to develop a comprehensive truck stop database in Florida
- Evaluate public-private partnership opportunities for Florida's rest areas and truck stops

This report concludes a two phase study including data collection and assessment of technology. The selected technology featured wireless ground sensors, making it possible to detect the presence of a high-clearance truck when it comes to a stop. This technology is a good alternative to video cameras and vehicle entry/ exit counters, due to reduction of the overall cost, accuracy improvements, and increased reliability.

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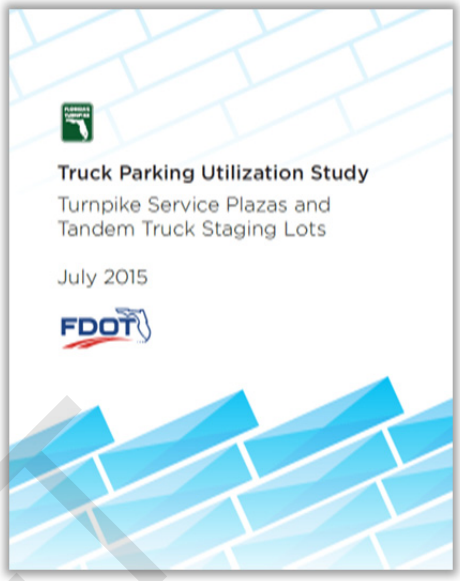
Truck Parking Utilization Study: Turnpike Service Plazas and Tandem Truck Staging Lots



Completed in 2015, FDOT conducted this analysis to comprehensively evaluate truck parking demand by location, day of week, and time of day characteristics. This analysis summarized key parking availability and deficiencies throughout the day at each service plaza and also revealed issues related to circulation, maneuverability, and violations. The efforts undertaken in this work included an inventory of existing truck parking by month; reported truck parking utilization (average and maximum occupancy); and reported on which service plazas were over, under or reaching capacity.

The main recommendation described in this study focused on providing better truck parking utilization. Also, some long term recommendations included the need to evaluate future turnpike efforts related to facilitating freight demands and how to prepare for the impacts of anticipated truck activity stimulated by population growth.

This study found service plazas experience peak truck parking demand reaching or exceeding parking availability, with the highest demand occurring in the evenings specifically around midnight. Following the completion of the study, Florida's Turnpike Enterprise continues to explore opportunities for expanding truck parking capacity in the Osceola County area.

Jason's Law Truck Parking Survey Results and Comparative Analysis

The Federal Highway Administration completed this report in 2015 and this work provides a foundation for the documentation and analysis of the findings from the Jason's Law Truck Parking Survey. This assessment was conducted to evaluate the capability of each state in providing adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation. Additionally, this report assessed the volume of commercial motor vehicle traffic and developed a system of metrics for measuring the adequacy of commercial motor vehicle parking facilities in each state. Extensive data collection efforts were undertaken for this study and included reporting on parking capacity, private truck stop usage and needs, drivers perceptions, truck parking volumes and truck parking locations, ratio of public to private

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truck parking spaces and the percentage of truck stops operating at more than 100% capacity by month, day, and time of day; and observed unofficial parking.

Regarding recommendations, this report advised immediate attention to the determination of truck parking locations, understanding of freight flows and associated accommodations, securing of a truck parking needs champion, improved safety and security and overall communications to drivers for availability alerts. Long term recommendations included improvement of public perception on truck parking needs and to develop additional parking capacity. In order to successfully accomplish these tasks, the study produced the following recommended action items for next steps.

Study Recommended Action Items

- Determine which areas to analyze for future research to support truck parking analysis
- Obtain origin-destination pairs to identify concentrations of trip ends for truck trips (destination is a critical aspect of parking demand)
- Obtain parking needs by driver type and industry sector
- Develop a land use inventory approach or resource to measure truck-intensive land uses
- Acquire and use private truck stop data on continuous basis to better inform evaluation processes and help identify changes in these facilities over time
- Develop a consistent set of standards for documenting illegal truck parking activity, truck parking hot spots, and a level of frequency for this type of assessment
- Understand truck parking behavior and needs at national level and have state and regional inputs feed into national analysis
- Periodic state inventories of public truck parking spaces at intervals of every three to five years to understand parking needs

With this report, the FHWA reiterates previous public/private truck parking needs analyses and provides additional perspective from state-level and motor carrier stakeholder assessments. Additionally, the FHWA stresses the intention of continuing to work with public and private stakeholders in an effort to advance availability and quality of truck parking.

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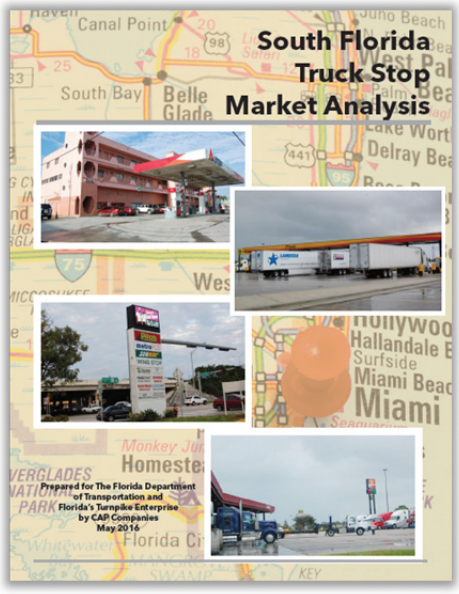
Site Analysis for I-4 Corridor Truck Service Plaza

Ghyabi & Associates completed this report in 2016 for FDOT District Five. The purpose of this work was to evaluate potential sites along the I-4 corridor in Volusia County which can support a privately operated truck service plaza. The effort entailed collection of background data and compiling of reported existing conditions, truck service plaza site selection requirements, and parking turnover and utilization. Additionally, the study identified potential site locations in Volusia County and provided site assessment, criteria, and conceptual plans for the prospective locations.

Resulting recommendations emphasized increasing truck parking sites in Volusia and Seminole Counties along the I-4 corridor, specifically those best suited for developing truck plaza concepts equipped with quality amenities such as fuel, food, and accommodations. Further attention was recommended for preparation of increased freight movement along the corridor stimulated from anticipated population growth.

As indicated previously, potential sites were recommended for future parking facility locations along selected I-4 interchanges. This information, along with the report, will be utilized by FDOT District Five as part of the continuing evaluation of the future of the I-4 Richey Green rest areas in Seminole County. Volusia County did not agree with the report recommendations and declined to set aside lands for future truck parking facilities.

South Florida Truck Stop Market Analysis



The South Florida Truck Stop Market Analysis was completed in 2016 by CAP Companies for FDOT and Florida Turnpike. The study purpose was to discover truck parking locations in South Florida within a 200 mile radius from Miami. Also included is determination of the feasibility of public/private partnerships for development of truck travel centers and commercial truck related services specific for two-state owned sites in the greater Miami area (District Six). Efforts undertaken for this project included gathering data on and touring the potential sites; interviewing industry stakeholders; researching existing and predicted traffic data and volumes for the area; performing a market analysis for each site; comparison of fuel sales between Central and South Florida; and assessment of the financing feasibility for each project.

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The resulting recommendations from this study were centered on increasing truck parking sites and truck fuel sales in South Florida. In order to successfully accomplish these tasks, the study produced the following recommended action items for next steps.

Study Recommended Action Items

- Modify parking site with a truck amenities location to include convenience store, washing station, and food options
- Focus on the second location for truck parking which could provide spaces for up to 300 trucks

While the two sites analyzed in this study provide a potential balance of amenities and spaces, further correspondence with District Six is required to verify if the recommendations are going to be pursued.

Central Florida Regional Freight Mobility Study

The Central Florida Regional Freight Mobility Study was prepared by Cambridge Systematics in 2013 for MetroPlan Orlando. The purpose of the study was to identify and prioritize improvements and strategies which accommodate and enhance mobility of people and goods. This was to be pursued while mitigating negative impacts on congestion, safety, environment and quality of life. The tasks undertaken for this work involved analysis and inventory of the freight system in Central Florida including strengths and weaknesses; county-level freight profiles for current/future inbound, outbound, and intra-county movements; 2040 truck volumes forecasts; commercial vehicle crashes on state highway networks; freight tonnage by county; and industrial activity across job sectors.

The recommendations developed through this study provided roadway specific guidance and also focused on training, capacity building, funding metrics, pilot program development, prioritization procedures, and the creation of a regional truck route map with signage improvements identified. In order to successfully accomplish these tasks, the study produced the following recommended action items for next steps.

Study Recommended Action Items

- Engage freight stakeholders on all major project advisory committees and technical coordinating committees
- Incorporate freight specific criteria for project evaluation for alternatives analysis and recommendation screening
- Reach out to freight stakeholders as part of the public involvement process

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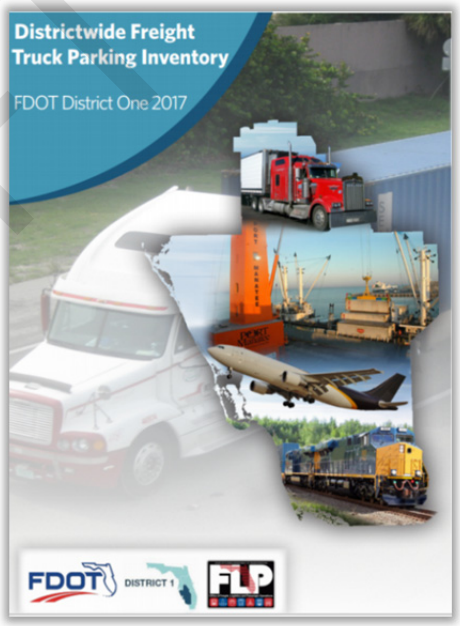
- Evaluate impact of all projects on freight movement as well as passenger mobility
- Increase freight planning training for all project managers
- Develop freight performance measures to monitor progress
- Implement ongoing outreach activities to elected officials and the general public on freight transportation needs and impacts

This study provides detailed information on the overall strengths and weaknesses for forecasted freight traffic within the system. It does not address specifically the truck parking needs of the system and more information is needed related to demand estimates of local operators and long haul interstate truck drivers.

Districtwide Freight Truck Parking Inventory

This study was developed for District One in 2017 by HDR. The report investigates improved efficiency and safe freight movement in the region as well as assisting in research and identification of current and planned freight truck parking facilities throughout District One. The work undertaken for this project included research of freight parking areas throughout District One; evaluation of truck parking facilities including weigh stations and rest stops; review of oasis truck stops near/off of the interstate or other major state facilities; review of preliminary public/private construction plans associated with truck parking; field reconnaissance to verify current inventory of designated freight truck spaces; and a preliminary and final list of current and proposed freight truck parking locations.



This study reviewed 51 potential sites which exist or are proposed for construction and could prospectively be used for overnight truck parking within District One. In order to successfully implement overnight truck parking within District One, the study produced the following recommended action items for next steps.

Study Recommended Action Items

- Focus on utilization of the 1,320 available spaces within the existing locations to avoid technical and regulatory future complications
- Currently identified locations are not infringed by local ordinances prohibiting overnight parking; if future sites are desired in those locations, FDOT officials will need to collaborate with local authorities
- Continue to pursue the possibility of using FDOT owned sites for parking including the five sites identified in this study in Polk County

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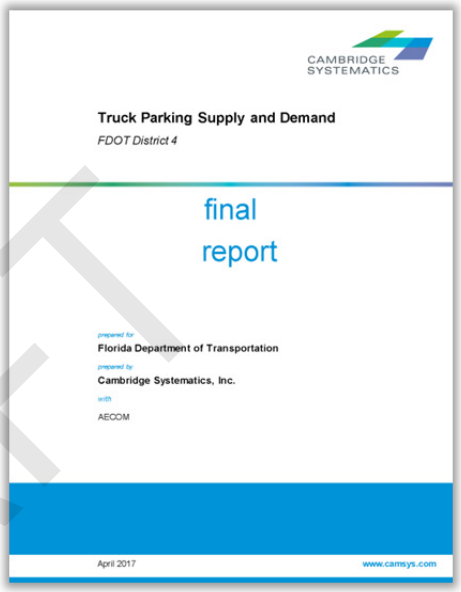
The project offers insight on potential truck parking locations and guidance on the development of efficient and safe freight movement in the region. However, the report also stresses the importance of continued advocacy for investment in freight facilitation as a top priority in the State of Florida especially in preparation for the growth of the industry and population.

District Four Truck Parking Supply and Demand Phase 1

This study for District Four was being conducted by Cambridge Systematics. This effort seeks to identify and address truck parking needs to ensure the trucking industry has the necessary infrastructure to serve global hubs and domestic markets. Additionally, this study will be pursued while complying with the driver hours of service regulations and the quality of life of communities. Work being undertaken includes the calculation of unmet parking demand in the district, an inventory of truck parking capacity and also, along with a profile, of existing trucking facilities by type. Industry input collected through an in-person, phone, and online survey is also taking place. Study results so far have produced the following preliminary recommended action items.



Study Recommended Action Items

- Identify land available for truck stop development by county and state owned lands
- Identify needed improvements at existing FDOT truck parking facilities
- Identify access improvement needs at existing private truck parking facilities
- Identify non-capacity opportunities to increase utilization at existing facilities
- Define best role for FDOT in partnering with private developers and truck stop operators
- Estimate impact of seasonal peaks on truck parking demand

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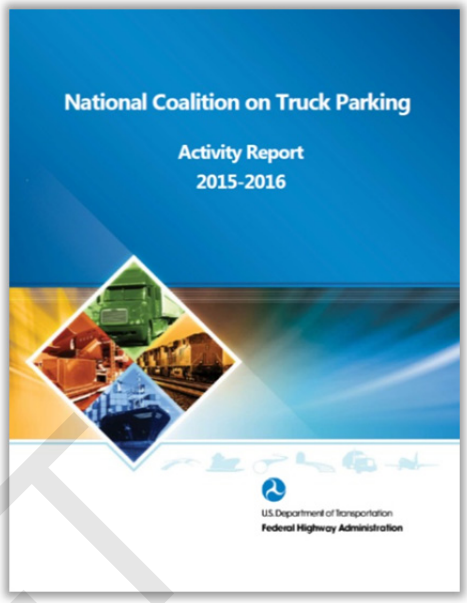
National Coalition on Truck Parking Activity Report



This report was completed in 2017 for the U.S. Department of Transportation Federal Highway Administration. The purpose of this work is to summarize first year activities which took place during the initiation of the National Coalition on Truck Parking. This group was established by the U.S. Department of Transportation along with several leading stakeholders from the commercial trucking industry. Efforts pursued during this study include analysis of truck parking demand levels and comparison with available public/private truck parking along the National Highway System; design and distribution of truck parking survey; development of metrics for periodic review of truck parking needs; and four regional meetings held with key industry leadership and stakeholders.

The project process produced key focus areas for truck parking including parking capacity, technology and data, funding, finance, and regulations, and state, regional, and local governmental coordination. Within the focus areas there are also specific ideas suggested through the process. In order to successfully implement these truck parking ideas, the study produced the following recommended action items for next steps.

Study Recommended Action Items

- Convene working groups for each of the four focus areas and focus on implementation strategies for the suggested ideas discussed in the regional meetings
- Begin state and metropolitan planning organization involvement in freight planning processes
- Review second round of Jason's Law Survey Reponses taking place in 2018
- Educate public officials and general citizenry on truck parking planning issues and importance of freight in various supply chains

The study also notes that Federal funding has increased for freight truck parking in recent years. However, USDOT is not the implementing agency for such needs. Successful implementation needs to occur through collaboration and partnership at the local and state levels as well as private industry.

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Local Truck Noise Ordinances

Noise ordinances were reviewed for freight-specific rules and regulations. All counties and cities that were reviewed exempt trucks from noise regulations. Engine exhaust, if not properly muffled, however, is included as a public nuisance in most counties and cities.

County Ordinances

The following sections outline noise ordinances pertaining to trucks and motor vehicles for each county within District Five.

Brevard County

Per Section 46.127 of the Brevard County Code of Ordinances, loud and raucous noise does not include noise or sound generated by the following:

- Locomotives and other railroad equipment, and aircraft.
- The operation of tow trucks while assisting motorists or towing disabled vehicles.

(Ord. No. 93-09, § 2(14-20.42(D)(1)(e)), 5-18-93; Ord. No. 94-01, § 2, 1-11-94; Ord. No. 95-14, § 1, 3-21-95; Ord. No. 95-58, § 1(A—C), 12-12-95; Ord. No. 01-45, § 3, 9-4-01)

Per Section 46.131 of the Brevard County Code of Ordinances, the following acts are declared to be public nuisances and in violation of this article:

- Engine exhaust. The discharge into the open air of the exhaust of any steam engine or internal combustion engine, whether stationary or moving, except through a muffler or other device which will effectively prevent loud and raucous noises therefrom.
- Horns, signaling device, etc. The sounding of any horn, whistle or other audible signaling device so as to create a loud and raucous noise.
- Defect in vehicle or load. The use of any motor vehicle so out of repair, so loaded or in such manner as to create loud grating, grinding, rattling or other loud and raucous noise or which is not equipped with a muffler in good working order and in constant operation so as to prevent loud and raucous noise.
- Creation of noise near schools, public buildings, churches, hospitals. The creation of any loud and raucous noise heard within any school, public building, church or any hospital, or the grounds thereof, while in use, which interferes with the workings of such institution, or which disturbs or annoys patients in the hospital.
- Motor vehicles. Loud and raucous noise created by any vehicle which is self-propelled and every vehicle which is propelled by electric power from overhead trolley wires, but not operated on rails, including motorcycles or motor-driven vehicles. This section shall also prohibit the intentional and repeated creation of loud and raucous noise by watercraft. However, this provision shall not apply to motor vehicles operating on the public streets or highways of the county. No provision herein is intended to conflict or otherwise pre-empt F.S. §§ 326.272 (exhaust prevention of noise), 316.293 (motor

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vehicle noise), or 316.3045 (operation of radios or other mechanical devices or instruments in vehicles) or their successor statutes.

- Tire screeching. The intentional repeated creation of loud and raucous noise through the acceleration, turning or stopping of any motor vehicle.

(Ord. No. 93-09, § 2(14-20.42(D)(1)(c)), 5-18-93; Ord. No. 94-01, § 2, 1-11-94; Ord. No. 94-14, § 2, 6-21-94; Ord. No. 95-58, § 1(E), 12-12-95)

Flagler County

Flagler County does not have an ordinance specific to truck related noise abatement. Palm Coast, the largest City within the County, does have an ordinance which impacts truck related noise.

Per Section of 35.52 of the Palm Coast Code of Ordinances, the following acts are declared to be unlawful and are prohibited:

- The use of any motor vehicle without a muffler, the operation of which causes a loud and raucous noise.
- The use of any blower or power fan or any internal combustion engine, the operation of which causes loud and raucous noise, unless the noise from such blower or fan is muffled or such engine is equipped with a muffler device sufficient to prevent loud and raucous noise.
- The operation between the hours of 6:00 p.m. and 7:00 a.m. of any construction equipment or appliance, the use of which is attended by loud and raucous noise, except in cases of urgent necessary, the restoration of interrupted public utilities, or where a permit or written agreement authorizing such operation has been issued or is in effect.

(Ord. No. 99-15, § 1, 12-29-99)

Lake County

Per Section 14.37 of the Lake County Code of Ordinances, the following uses and activities shall be exempt from the provisions of this article:

- All sounds coming from the normal operation of interstate motor and rail carriers, to the extent that local regulation of sound levels of such vehicles has been preempted by the Noise Control Act of 1972 (42 U.S.C. § 4901 et seq.) or other applicable federal laws or regulations.
- Sounds coming from motor vehicles to the extent they are regulated by F.S. § 316.293.

(Ord. No. 2005-3, § 2, 1-4-05; Ord. No. 2013-4, § 3, 1-22-13)

For more information regarding variances, enforcement, and penalty refer to the Lake County Code of Ordinances Chapter 14, Article II.

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Marion County

Per Section 13.11 of the Marion County Code of Ordinances, the provisions shall not apply to the following sounds or vibrations:

- Railway locomotives or cars activity conducted in accordance with federal laws and regulations.
- Aircraft and airport activity conducted in accordance with federal laws and regulations.
- Motor vehicles operating on a public right-of-way subject to F.S. § 316.293, and applicable federal criteria.
- Refuse collection vehicles not exceeding eighty-six (86) dB(A) from 7:00 a.m. to 7:00 p.m.
- Construction activities for which the county has issued a development permit, as defined in F.S. § 163.3164, provided such activity occurs between 7:00 a.m. and 10:00 p.m.

For more information regarding variances, enforcement, and penalty refer to the Marion County Code of Ordinances.

Orange County

Per Section 15.185 of the Orange County Code of Ordinances, the provisions of Section 15.184 shall not apply to the following sounds:

- Railway locomotives or cars activity conducted in accordance with federal laws and regulations.
- Aircraft and airport activity conducted in accordance with federal laws and regulations.
- Motor vehicles operating on a public right-of-way subject to F.S. § 316.293 and applicable federal criteria.
- Construction activities related to city, county, state or federal roads, highways or freeways.

> *(Code 1965, § 21B-11; Ord. No. 86-26, § 11, 10-27-86; Ord. No. 95-31, § 1, 9-26-95; Ord. No. 96-4, § 2, 1-9-96; Ord. No. 2008-19, § 9, 9-30-08; Ord. No. 2014-17, § 1, 6-24-14)*

For more information regarding variances, enforcement, and penalty refer to the Orange County Code of Ordinances Chapter 15. Article V.

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Osceola County

Per Section 9.110 of the Osceola County Code of Ordinances, except as otherwise provided herein, no person shall create, or cause to be created, any source of sound so as to create a sound level beyond the real property line of the real property upon which the sound source is located which exceeds the following sound level limits:

Time of Day	Decibels (A-scale)
7:00 a.m. through sunset	55
One minute after sunset through 6:59 a.m.	45

No person shall discharge or cause to be discharged the exhaust of any steam engine, stationary internal combustion engine, or motor vehicle, except through a muffler or other device approved by the mechanism's manufacturer, which will effective prevent loud and explosive sound therefrom.

The following uses and activities shall be exempt from the provisions of this section:

- Locomotives and other railroad equipment, and aircraft.
- Routine maintenance performed by public service utilities or their contractors.
- Any noise emanating from a sound source exempted by a variance issued by the board of adjustment.

(Ord. No. 86-5, § 4; Ord. No. 94-14, § 5, 5-10-94; Ord. No. 01-02, § 1, 1-8-01; Ord. No. 13-34, § 8, 9-19-13; Ord. No. 2015-16, § 1, 4-6-15)

For more information regarding Osceola County Noise Ordinances, refer to the Code of Ordinances Chapter 9, Article IV.

Seminole County

Per Section 165.25 of the Seminole County Code of Ordinances: No person shall transport rails, pillars or columns of iron, steel or other material over and along streets and other public places upon any vehicle, motorized or not, in any manner so loaded as to create a noise disturbance between the hours of 11:00 p.m. and 7:00 a.m.

(Ord. No. 92-19, § 3, 11-10-92)

Per Section 165.26 of the county's Code of Ordinances: No person shall load, unload, pack or unpack or open crates, boxes or containers on any vehicle within a residential zone or within 500 feet thereof in a manner which creates a noise disturbance within that residential zone between the hours of 11:00 p.m. and 7:00 a.m. This Section shall not apply to holders of solid waste franchises nor to any solid waste collection done by Seminole County.

(Ord. No. 92-19, § 3, 11-10-92)

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Per Section 165.27 of the county's Code of Ordinances: The intentional or repeated creation of a noise disturbance through the acceleration, turning, or stopping of any motor vehicle is prohibited.

(Ord. No. 92-19, § 3, 11-10-92)

Per Section 165.28 of the county's Code of Ordinances, No person shall operate a motor vehicle or motorboat so out of repair or defective or under any condition of load, acceleration or deceleration as to create a noise disturbance therefrom between the hours of 11:00 p.m. and 7:00 a.m.

- The repairing, rebuilding, modifying or test of any motor vehicle or motorboat in a manner within a residential zone or 500 feet thereof as to cause a noise disturbance within that residential zone is prohibited between the hours of 11:00 p.m. and 7:00 a.m.

(Ord. No. 92-19, § 3, 11-10-92)

Per Section 165.51 of the county's Code of Ordinances, The provisions of this Chapter shall not apply to the sounds from the following sources or causes:

- Railway locomotives or cars.
- Aircraft and airport activity conducted in accordance with federal laws and regulations.
- Motor vehicles operating on a public right of way subject to Section 316.293, Florida Statutes.
- Events permitted under Chapter 185, Seminole County Code, or its successor or under Chapter 158, Part 2, Seminole County Code.
- For construction activities proceeding under a valid governmental permit.
- Public works projects contracted for or by a governmental agency.

(Ord. No. 74-2, § 5, 8-27-74; SCC, § 10-3, 9-27-77; Ord. No. 92-19, § 3, 11-10-92)

For more information regarding special permits, violations and penalty refer to the Seminole County Code of Ordinances Chapter 165.

Sumter County

Per Section 16.110 of the Sumter County Code of Ordinances, the provisions of this article, except for those specific prohibitions set forth hereinabove, shall apply to residential properties only and shall not apply to the following sounds:

- Railway locomotives or cars.
- Aircraft and airport activity conducted in accordance with federal laws and regulations.
- Motor vehicles operating on a public right-of-way subject to F.S. § 316.293.

(Ord. No. 2001-6, § 9, 4-10-01; Ord. No. 2015-09, § 3, 6-9-15; Ord. No. 2016-18, § 3.F., 10-11-16)

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For more information regarding special permits, violations and penalty refer to the Sumter County Code of Ordinances Chapter 16, Article VI.

Volusia County

Per Section 50.476 of the Volusia County Code of Ordinances, the following uses and activities shall be exempt from noise level regulations:

- Construction operations for which building permits have been issued, or construction operations not requiring permits due to ownership of the project by an agency of government, are exempt, providing all equipment is operated in accord with the manufacturers' specifications and with all standard equipment, manufacturers' mufflers and noise-reducing equipment in use and in proper operating condition.
- Those motor vehicles controlled by F.S. § 316.293, as amended, are exempt, but not those motor vehicles exempted from coverage.
- Motor vehicles defined in F.S. § 316.003 are exempt.

(Ord. No. 83-22, § I, 12-15-83)

Per Section 50.478 of the county's Code of Ordinances, some sounds may be such that they are not measurable or may not exceed the limits set out in this article, but they may be excessive, unnatural, prolonged, unusual and are a detriment to the public health, comfort, convenience, safety, welfare or prosperity of the residents of the unincorporated areas of the county.

With the exception of those exemptions provided by state law, noises prohibited by this article are unlawful notwithstanding the fact that no violation of section 50-476 is involved, and notwithstanding the fact that the activity complained about is exempted in subsection 50-476. Thus, the following acts, among others, are declared to be loud, disturbing and unnecessary in violation of this article, but said enumeration shall not be deemed to be exclusive, namely:

- The sounding of any horn or signaling device on any automobile or other vehicle, except as a danger warning; the creation by means of any signaling device of any unreasonably loud or harsh sound; the sounding of any signaling device for any unnecessary or unreasonable period of time; and the unreasonable use of any signaling device.
- Any person making a complaint under this section must sign a sworn affidavit prior to a warrant being issued; otherwise no such complaint will be honored.

(Ord. No. 83-22, § III, 12-15-83; Ord. No. 2000-29, § V, 9-7-00; Ord. No. 2013-16, § II, 10-10-13)

For more information regarding refer to the Volusia County Code of Ordinances Chapter 50, Article VI.

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Sample City Ordinances

The following sections outline noise ordinances pertaining to trucks and motor vehicles for selected cities within District Five.

City of Orlando

Per Section 42.06 of the county's Code of Ordinances, noises from motor vehicles such as automobiles, trucks, airplanes, motorcycles, and railroads which are regulated by state and federal law are exempt from the provisions of Chapter 42.

(Ord. of 8-10-2009, § 1, Doc. #0908101101)

For more information regarding refer to the Orlando Code of Ordinances Chapter 42.

City of Winter Park

Per Section 62.93 of the county's Code of Ordinances, the following shall be exempt from the provisions of this division:

- Noise alerting persons to the existence of an emergency or in the performance of emergency work. Railway locomotives and cars.
- City refuse operations.

Per Section 62.97 of the county's Code of Ordinances, the following acts, among others (this enumeration shall not be deemed to be exclusive), are declared to be noise disturbances in violation of this division:

- Horns, signaling devices, etc. The sounding of any horn or signaling device on any automobile, motorcycle, streetcar or other vehicle on any street or public place of the city for an unnecessary and unreasonable period of time, thereby creating a noise disturbance.
- Exhaust. The discharge into the open air of the exhaust of any steam engine, stationary internal combustion engine, motorboat, automobile or other motor vehicle (with exception of construction or agricultural equipment either on a job site or traveling on the highways) without the use of a muffler or other device which will reduce the noise to such a level so as to not be a noise disturbance and so as to comply with any applicable state law governing motor vehicle noise.
- Loading, unloading, opening boxes. The creation of a loud and excessive noise to amount to a noise disturbance in a residential area in connection with loading or unloading any vehicle with the opening and destruction of bails, boxes, crates and containers between the hours of 11:00 p.m. and 8:00 a.m.

(Code 1960, § 18-19(C)(2); Ord. No. 2760-09, § 6, 1-26-09)

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City of Cape Canaveral

Per Section 34.153 of the county's Code of Ordinances, it is unlawful for any person within the city to make, continue or cause to be made or continued any loud, unnecessary or unusual noise which either annoys, disturbs or endangers the comfort, repose, health, peace or safety of others, and the following acts, among others, are declared to be loud, disturbing and unnecessary noises in violation of this section, but the enumeration shall not be deemed to be exclusive:

- The sounding of any horn or other signaling device on any automobile, motorcycle or other motor vehicle on any street or in any public place within the city, except as a danger warning; the creation by means of such signaling device of any unreasonably loud or harsh sound and the sounding of any such device for an unnecessary and unreasonable period of time; the use of any horn or other signaling device operated by the engine exhaust of any motor vehicle and the use of any such horn or other signaling device when traffic is for any reason held up.
- The discharge into the open air of the exhaust of any engine, motor, motorboat or motor vehicle, except through a muffler or other device which will effectively prevent loud, explosive and unnecessary noise therefrom.
- The use of any automobile, motorcycle or other vehicle so out of repair, so loaded or in such manner as to create loud and unnecessary grating, grinding, rattling or other noise.

(Code 1981, § 711.02)

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Policies

Federal Hours of Service Regulations

Hours of service (HOS) regulations are maximum consecutive driving hour limits for property-carrying and passenger-carrying drivers. Per the Federal Motor Carrier Safety Administration (FMCSA), the following table summarizes the HOS regulations. HOS regulations pertain to both property-carrying (freight/goods movement) and passenger-carrying (bus/ chauffeur) drivers.

Property-Carrying Drivers	Passenger-Carrying Drivers
11-Hour Driving Limit May drive a maximum of 11 hours after 10 consecutive hours off duty.	**10-Hour Driving Limit** May drive a maximum 10 hours after 8 consecutive hours off duty.
14-Hour Limit May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off duty time does not extend the 14-hour period.	**15-Hour Limit** May not drive after having been on duty for 15 hours, following 8 consecutive hours off duty. Off-duty time is not included in the 15-hour period.
Rest Breaks May drive only if 8 hours or less have passed since end of driver's last off-duty or sleeper berth period of at least 30 minutes. Does not apply to drivers using either of the short-haul exceptions in 395.1(e). [49 CFR 397.5 mandatory "in attendance" time may be included in break if no other duties performed]	**60 / 70-Hour Limit** May not drive after 60/70 hours on duty in 7/8 consecutive days.
60 / 70-Hour Limit May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty.	**Sleeper Berth Provision** Drivers using a sleeper berth must take at least 8 hours in the sleeper berth, and may split the sleeper berth time into two periods provided neither is less than 2 hours.
Sleeper Berth Provision Drivers using sleeper berth provision must take at least 8 consecutive hours in the sleeper berth, plus a separate 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two.	

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Violations of these regulations may be applied to drivers, carriers, or both depending upon the infraction. The potential penalties include, but are not limited to, the following:

- Drivers may be placed out of service until the driver has accumulated enough off-duty time to be back in compliance with regulations;
- State and local enforcement officials may assess fines;
- The driver's and carrier's scores under the Compliance, Safety, Accountability (CSA) enforcement program can take a hit, which could result in a variety of enforcement actions;
- The Federal Motor Carrier Safety Administration may levy civil penalties on the driver or carrier;
- The carrier's safety rating may be downgraded for a pattern of violations;
- Federal criminal penalties may be brought against carriers who knowingly and willfully allow or require hours of service violations.

Electronic Log Book Requirements

The FMCSA has changed hours of service logging requirements for drivers. Drivers previously had the option to record HOS manually using a standard grid format or through the use of an electronic logging device (ELD). As of December 18, 2017, FMCSA requires the use of ELDs for HOS logs in order to be in compliance with current regulations. Non-integrated devices that are not directly or indirectly connected to the engine to automatically collect the required movement and speed data are allowed for logging but the driver must be able to produce a compliant paper (printed) log on demand.

The ELD will record the data listed below, and allow manual fields for the addition of notes to describe any of the recorded entries.

- Date
- Time
- Location information
- Duration of engine operation
- Vehicle miles
- Identification information for the driver
- Authenticated user
- Vehicle
- Motor carrier

After data is recorded, ELD information can be made available to authorized safety officials who conduct roadside enforcement activities and motor carriers. The ELD is not required to track a driver in real time, nor is it required to include a capability to communicate between the driver and the motor carrier. Technical specifications of the allowable ELDs are provided in Title 49: Transportation, Part 395 – Hours of Service of Drivers, Subpart B – Electronic Logging Devices.

The HOS regulations previously described will not be amended in response to the mandatory implementation of ELDs.

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