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To: ["Direct to Mayor and Council - DL"](#)
Date: 7/24/2025 11:53:11 AM
Subject: ENG - Memo - Port-bound Truck Traffic and the Clark Drive Entrance
Attachments: ENG - Memo - Port-bound Truck Traffic and the Clark Drive Entrance.pdf

Dear Mayor and Council,

Please see the attached Memo from Lon LaClaire regarding **Port-Bound Truck Traffic and the Clark Drive Entrance**. A short summary of the memo is as follows:

- The Vancouver Fraser Port Authority's (VFPA) reasoning for closing the Clark Drive entrance to inbound Port trucks, along with a timeline of events
- VFPA's past initiatives at reducing trucking impacts
- The community's current concerns regarding trucking impacts due to the closure of the Clark Drive entrance
- Upcoming actions from VFPA in response to the City's request to consider reopening the Clark Drive entrance

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or lon.laclaire@vancouver.ca

Thanks,

Karen

Karen Levitt, Acting City Manager (she/her)
karen.levitt@vancouver.ca

The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̓əm/Musqueam, Sḵwx̱ú7mesh/Squamish and səl̓ílwətaɬ/Tsleil-Waututh nations

MEMORANDUM

July 23, 2025

TO: Mayor and Council

CC: Karen Levitt, Acting City Manager
Armin Amrolia, Deputy City Manager
Sandra Singh, Deputy City Manager
Katrina Leckovic, City Clerk
Maria Pontikis, Chief of External Relations
Teresa Jong, Administration Services Manager, City Manager's Office
Mellisa Morphy, Director of Policy, Mayor's Office
Trevor Ford, Chief of Staff, Mayor's Office

FROM: Lon LaClaire
General Manager, Engineering Services

SUBJECT: Port-bound Truck Traffic and the Clark Drive Entrance

RTS #: N/A

Purpose

The purpose of this memo is to update Council on the Vancouver Fraser Port Authority's (VFPA) decision in 2019 to permanently close the Clark Drive entrance to container trucks and ongoing conversations with City and VFPA staff.

Background

The Clark Drive entrance, accessible via the overpass north of E Hastings Street, serves as an access and egress route for the VFPA.

In 2011, the VFPA conducted a pilot program which closed the Clark Drive entrance to all port-bound commercial traffic to reduce congestion on City of Vancouver streets and to facilitate the construction of the Stewart Street overpass on port-owned land. Prior to the pilot program, there was significant congestion on northbound Clark Drive due to frequent queues of port-bound trucks which impacted side street access and upstream intersections. A photo from 2010 showing the congestion near the Clark Drive entrance is attached in **Appendix A**. The extensive queues were due to space constraints at the Clark Drive entrance which limit the ability to handle and stage the large number of trucks destined to the VFPA.

Following the pilot program, the Clark Drive entrance was fully reopened in 2014, but was closed again in 2019 due to recurring congestion on northbound Clark Drive and to facilitate the VFPA's Centerm Expansion Project and South Shore Access Project. Since 2019, this entrance has been closed to all port-bound container trucks, resulting in a portion of these vehicles using alternate truck routes to reach the entrance to the east at Commissioner Street. The additional space near the Commissioner Street entrance allows port-bound trucks to stage within port-owned land, thereby reducing traffic impacts on Vancouver streets.

All commercial traffic continue to exit onto Clark Drive and other vehicles (serving vehicles, etc.) are able to use the Clark Drive entrance.

Past Initiatives from the Vancouver Fraser Port Authority to Reduce Trucking Impacts

Since 2014, the VFPA has undertaken many initiatives to reduce the impact of port trucks on the community, some of which are highlighted below.

- Reduced the drayage¹ fleet from over 2,400 trucks (pre-2014) to approximately 1,500—resulting in fewer emissions and community impacts
- The VFPA's Truck Licensing System (TLS) program regulates a set of criteria that all trucking companies must meet before they can access port property. For example, all trucks must maintain a minimum age to ensure lower air emissions and to meet safety standards.
- Dedicated truck staging area on Commissioner Street keeps trucks off City streets during peak periods
- The completion of the Centennial Road overpass has eliminated rail crossing delays and continues to ease congestion
- Redirected cruise truck traffic to port roads, removing hundreds of vehicles from City streets and reducing idling

Community Concerns

As a result of the VFPA's past initiatives and the Clark Drive entrance closure in 2019, recurring congestion and extensive queueing of commercial traffic on northbound Clark Drive have reduced significantly. However, a portion of the port-bound container trucks are now likely rerouting via eastbound Powell Street, eastbound Dundas Street, northbound North Nanaimo Street, and eastbound McGill Street to reach the Commissioner Street entrance. Due to the rerouting, residents in the neighbourhood have raised concerns about air quality, noise from trucks driving over uneven pavement, and pedestrian and cyclist safety, especially around the school fronting the 100 block of North Nanaimo Street. Community members have also highlighted Action G 1.2.1 in Vancouver's Transportation 2040 Plan, which states that the City will advocate for the reopening of the Clark Drive entrance as the primary north-south point for VFPA facilities.

¹ Drayage refers to the movement of goods over short distances, typically by truck. An example is the movement of a shipping container from the Port of Vancouver to a nearby warehouse.

Upcoming Actions from the Vancouver Fraser Port Authority

In July 2025, City of Vancouver engineering staff contacted VFPA to understand their decision to permanently close the Clark Drive entrance. City staff have also requested that the VFPA consider reopening this entrance to address community concerns. The VFPA has agreed to monitor and collect data on port-bound truck movements in the area over the coming months. Based on this data, the VFPA will identify potential opportunities and bring them back to the city for further discussion.

The port gates and entrances are managed and operated by the VFPA, and the City of Vancouver does not have authority to dictate their use.

If you have any questions, please contact me directly.



Lon LaClaire, M.Eng., P.Eng.
General Manager, Engineering Services

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Appendix A: Northbound Congestion on Clark Drive (2010)



Photo from August 31st, 2010. Looking south from the Clark Drive entrance showing the congestion prior to pilot program in 2011.
Source: Vancouver Fraser Port Authority