

From: ["van Dyk, Donny"](#)

To: ["Direct to Mayor and Council"](#)

Date: 2/12/2026 2:54:00 PM

Subject: Memo - Clark Overpass Closure Next Steps

Attachments: [Memo - Clark Overpass Closure Next Steps Revised.pdf](#)

Dear Mayor and Council,

Please see the attached memo from Lon LaClaire regarding the Clark Overpass Closure Next Steps. A short summary of the memo is as follows:

- Closure of the Clark Dr port entrance has diverted port-bound trucks onto City streets, increasing noise and impacts for nearby residents
- Staff and VFPA have identified mitigation measures, including accelerating repaving on Dundas St and encouraging alternate truck routes, subject to further study and coordination with transit priorities.
- Next steps include studying changes to the truck route network, engaging community members, and continuing discussions with VFPA on potential evening access on Clark Dr.

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

Thanks,

Donny

Donny van Dyk (he/him)

City Manager

City of Vancouver



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷm̓k̓y̓m̓ (Musqueam), Sʷx̱w̓mesh (Squamish), and sʔilw̓taʔ (Tsleil-Waututh) Nations.

MEMORANDUM

February 12, 2026

TO: Mayor and Council

CC: Donny van Dyk, City Manager
Armin Amrolia, Deputy City Manager
Karen Levitt, 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: Clark Overpass Closure: Next Steps

RTS #: N/A

This memo provides an update related to the Council motion, "Reopening Clark Drive: Protecting East Vancouver's Livability and Port Access".

Background

In 2019, the Vancouver Fraser Port Authority (VFPA) closed the Clark Dr entrance to container trucks. Due to this, port-destined trucks heading north on Clark Dr use the City street network to reach the port, including the Powell/Dundas corridor. The additional truck traffic and associated noise and vibration have impacted nearby residents, who have been expressing significant concern about the issue. Further background can be found in the attached memo dated July 17, 2025 (appendix A).

On September 17, 2025, Council passed a motion directing staff to collaborate with VPFA to re-evaluate access options and explore mitigation options (appendix B).

Data collection

VPFA engaged a consultant to study truck traffic on the Powell/Dundas corridor over 2 weeks in July/August 2025, which they verified with onboard GPS trackers. Overall, 39% of trucks on the corridor were port-related, although about half of the eastbound trucks are port-related. Port-

related truck volumes drop in the evenings; however, they do make up a larger proportion of truck volumes after 6pm. Appendix C includes the results of the Port's study.

Clark Dr Entrance Re-opening

Staff have met several times with VPFA staff, including joining them on a tour of the port lands, and reviewing operational issues with the Clark entrance. Based on the truck volumes and access controls, VPFA has confirmed that fully reopening the Clark entrance is not workable. As per the Council motion, staff have enquired about piloting opening the Clark entrance in the evening. This has fewer operational issues than fully opening it but would need to be studied further as there are expected to be operational impacts on both port and City streets.

Mitigation measures

Working with the VFPA, staff have identified some potential mitigation measures, including:

- **Accelerating repaving of the section of Dundas west of Nanaimo St.** The section is uphill and the pavement condition is rough, which may lead to additional truck noise. Staff plan to accelerate the paving schedule to Q3 2027, pending internal and external utility conflict checks.
- **Encouraging trucks to take alternate routes**, including SE Marine Dr and Boundary Rd. This could be encouraged by VPFA's messaging system and additional measures could be installed on SE Marine Dr to support goods movement. This would need additional study, particularly in the context of Council's motion to advance Bus Speed and Reliability on the corridor, and may raise concerns for other residents.

Next Steps

Staff have heard continued concerns about the issue from local residents, including some interest in removing Powell/Dundas from the truck route network. Staff have begun the process of studying the impacts of changes to the truck route network to inform further consideration of trade-offs. Changing truck routes is complex and requires analysis of alternate paths. Trucks must take the shortest route from the truck route network, so adjustments could affect goods movement and many local streets. Any proposed changes require engagement with affected stakeholders. Additionally, as TransLink co-manages the truck route network with government partners, their approval would also be required.

Staff also plan to set up a meeting with community members to discuss their issues in more detail to inform further exploration of mitigation measures. Staff will also continue discussions with VPFA on mitigation measures and the feasibility of piloting evening opening of the Clark Dr entrance.

Should you require more information about this matter, please contact me directly.



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

604.873.7336 | lon.laclaire@vancouver.ca



ENGINEERING SERVICES
Lon LaClaire, M.Eng., P.Eng.
City Engineer/General Manager

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

604.873.7336 | lon.laclaire@vancouver.ca

Appendix A: Northbound Congestion on Clark Drive (2010)

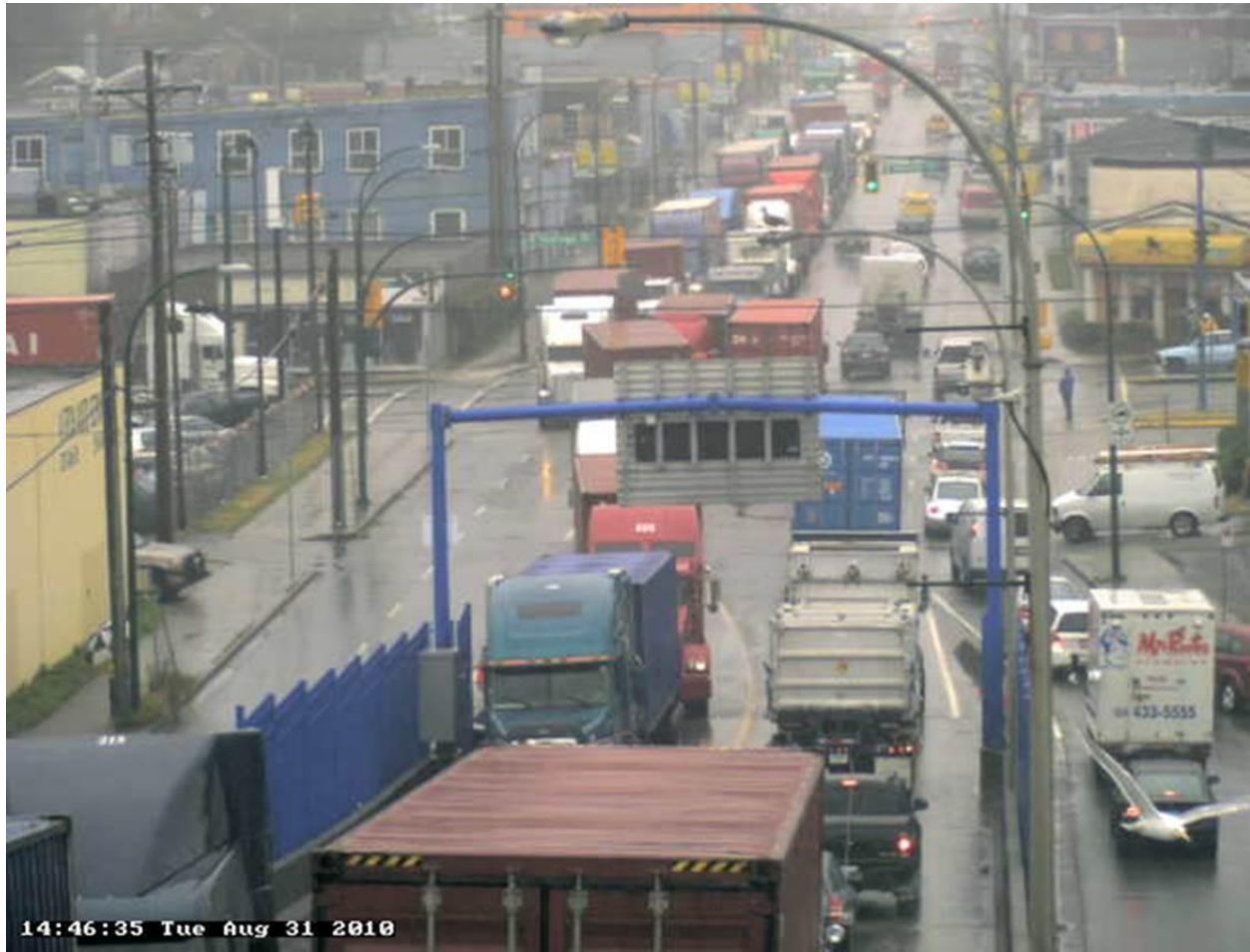


Photo from August 31st, 2010. Looking south from the Clark Drive entrance showing the congestion prior to pilot program in 2011.
Source: Vancouver Fraser Port Authority

AMENDMENT MOVED by Councillor Fry
SECONDED by Councillor Kirby-Yung

THAT in E, the words “Metro Vancouver Board,” be added between the words “Authority” and “and”;

FURTHER THAT the following be added as F:

THAT Council re-affirm support for the Vancouver Fraser Port Authority’s Rolling Truck Age Program and intention to mitigate the impacts of diesel particulate matter on residential populations from port-bound heavy trucks.

CARRIED UNANIMOUSLY (Vote No. 10955)
(Councillors Bligh, Meiszner and Mayor Sim absent for the vote)

The amendments having lost or carried, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 10956) with Councillors Bligh, Fry, Meiszner, and Mayor Sim absent for the vote.

FINAL MOTION AS APPROVED

WHEREAS

1. The Port of Vancouver is Canada’s largest and most diversified port, playing a vital role in the national economy and serving as a major engine of trade, employment, and economic activity for the City of Vancouver and the broader region;
2. In 2011, a temporary rerouting of container truck traffic from the Clark Drive entrance to Commissioner Street was implemented due to construction at the Port of Vancouver;
3. This diversion, intended to be temporary, has since become permanent, resulting in increased truck traffic through residential corridors including Powell Street, Dundas Street, Nanaimo Street, and McGill Street;
4. In 2012, Vancouver’s council approved a long-term transportation plan for the city, which included a goal to “advocate for the port to reopen Clark Drive as the primary north-south access point for port facilities” before 2017;
5. Residents have reported excessive noise, ground-shaking vibrations, and adverse effects on their health, safety, and quality of life—particularly for children and families;
6. The Vancouver Fraser Port Authority recently confirmed that the Clark Drive entrance has been permanently closed to inbound container trucks;
7. Local residents have recently started an online petition calling for the re-opening of the Clark Drive entrance; and

8. The City of Vancouver does not currently have jurisdiction over port entrance decisions but does have a responsibility to advocate for the well-being and livability of its citizens.

THEREFORE BE IT RESOLVED

- A. THAT Vancouver City Council formally acknowledge and support the concerns raised by East Vancouver residents regarding the impact of the permanent container truck rerouting.
- B. THAT Council direct staff to collaborate with the Vancouver Fraser Port Authority to re-evaluate access options, including the feasibility of reopening the Clark Drive entrance full time or during certain times of the day to minimize residential disruption.
- C. THAT Council direct staff to explore traffic mitigation strategies—such as noise abatement measures, time-of-day restrictions, and route buffering—to reduce harm to affected neighborhoods.
- D. THAT The City of Vancouver advocate to Transport Canada and other federal entities for policy changes that empower municipalities to influence port-related traffic decisions.
- E. THAT a copy of this motion be forwarded to relevant City staff, the Vancouver Fraser Port Authority, Metro Vancouver Board, and Members of Parliament and Legislative Assembly representing impacted areas.
- F. THAT Council re-affirm support for the Vancouver Fraser Port Authority’s Rolling Truck Age Program and intention to mitigate the impacts of diesel particulate matter on residential populations from port-bound heavy trucks.

2. Prioritizing the Completion and Delivery of Community Facilities and Infrastructure in the 2027–2030 Capital Plan

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At this point in the proceedings, Councillor Meiszner resumed the Chair from Vice Chair Dominato.

* * * * *

The Committee heard from one speaker who spoke in opposition to the motion.



PORT of
vancouver

Vancouver Fraser
Port Authority

Truck Monitoring – Powell / Dundas Streets

Andy Sekhon
Manager, Operations & Logistics

September 12, 2025

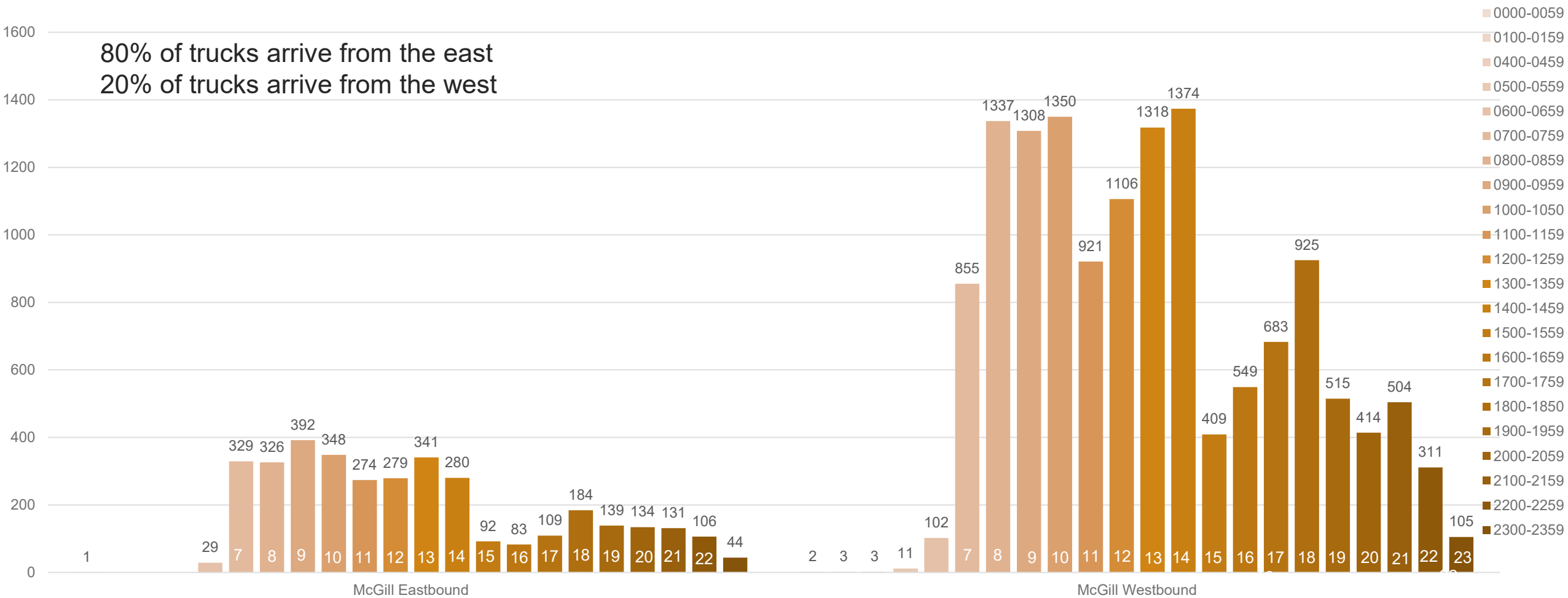
Survey Overview

- Eastbound traffic counts collected by a third-party
- Counts collected manually
- Count location - intersection of Victoria Drive and Powell Street
- Port drayage truck movements verified by onboard GPS transponders

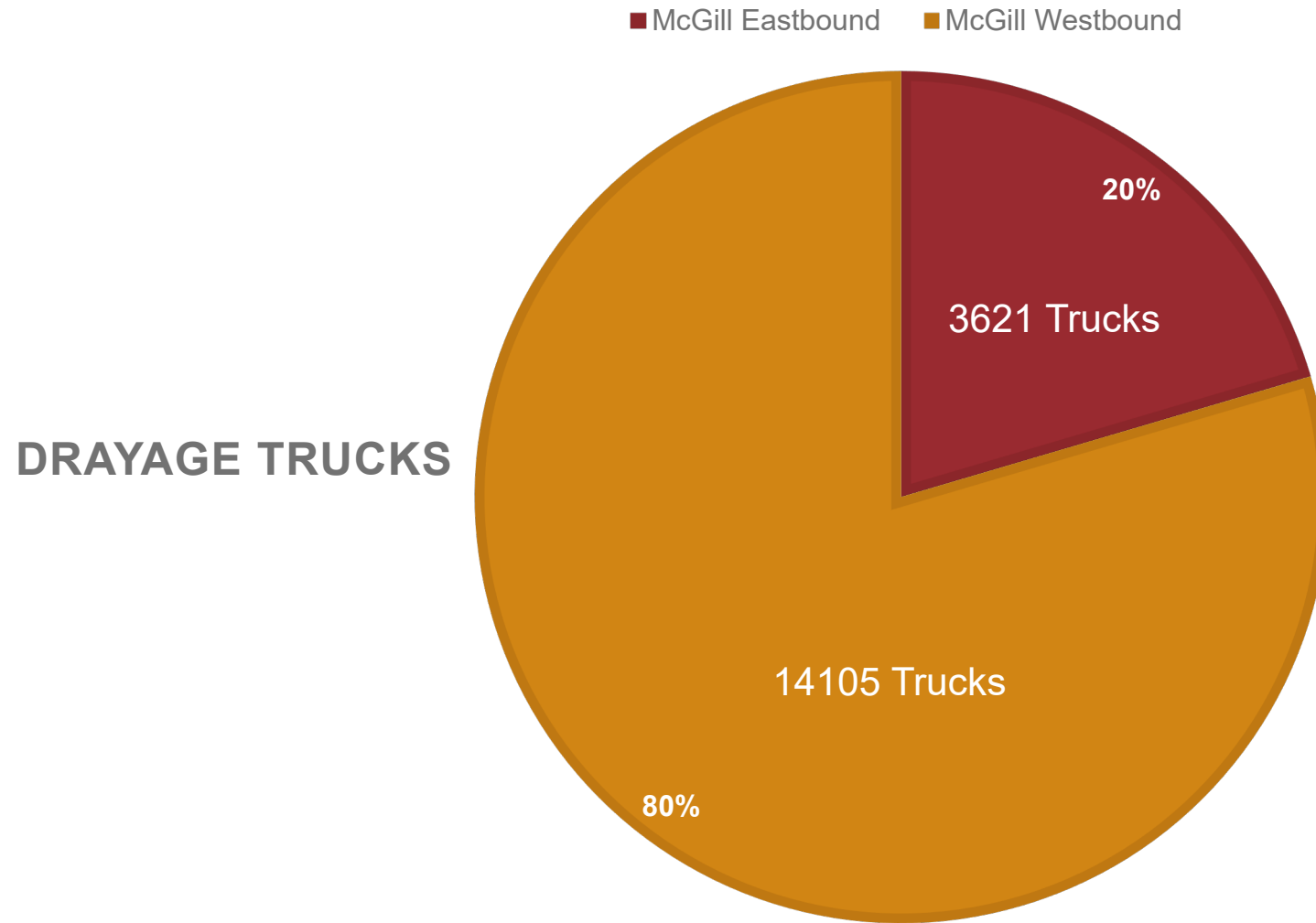
Observations:

- Significant volume of commercial traffic transiting in both directions on Dundas
- Road surface between Lakewood Dr and Nanaimo St along Dundas St in dis-repair:
 - multiple patches / repairs
 - “ruts and deep grooves” in road surface

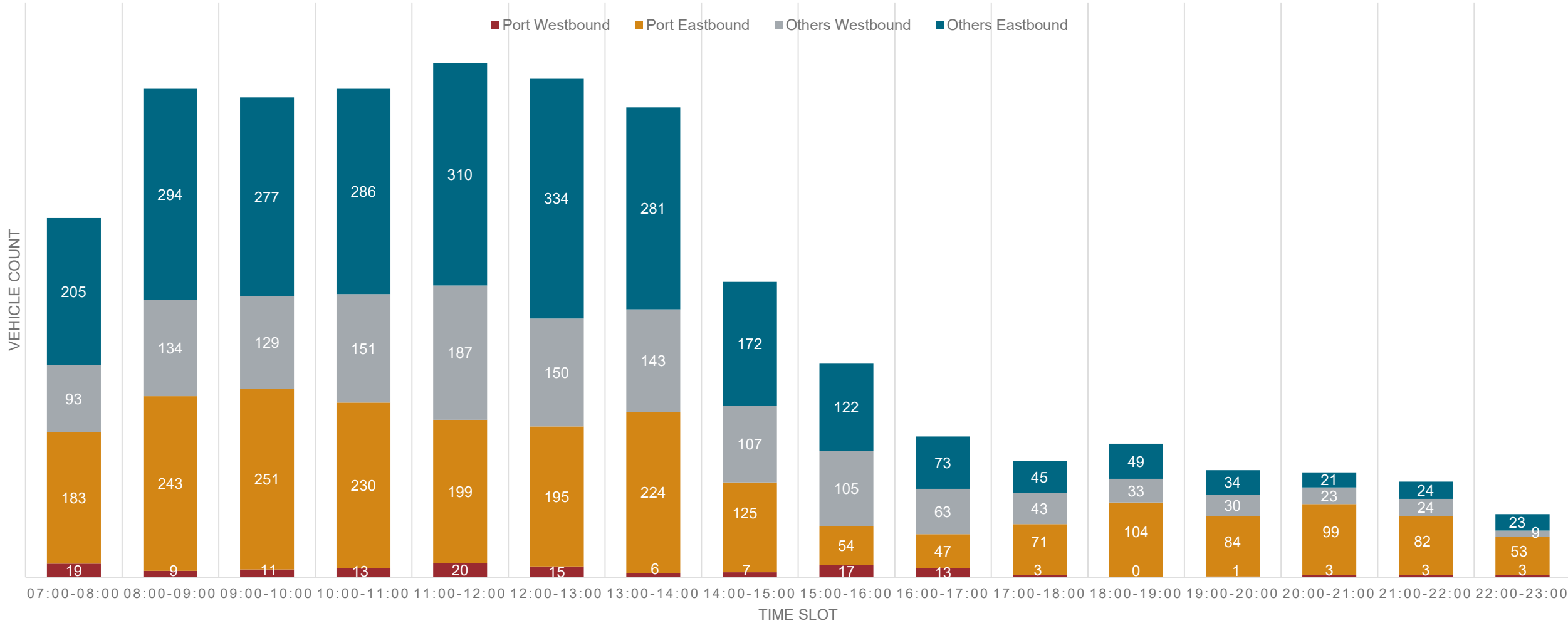
Drayage Arrivals – Hourly Summary July 1 to July 27



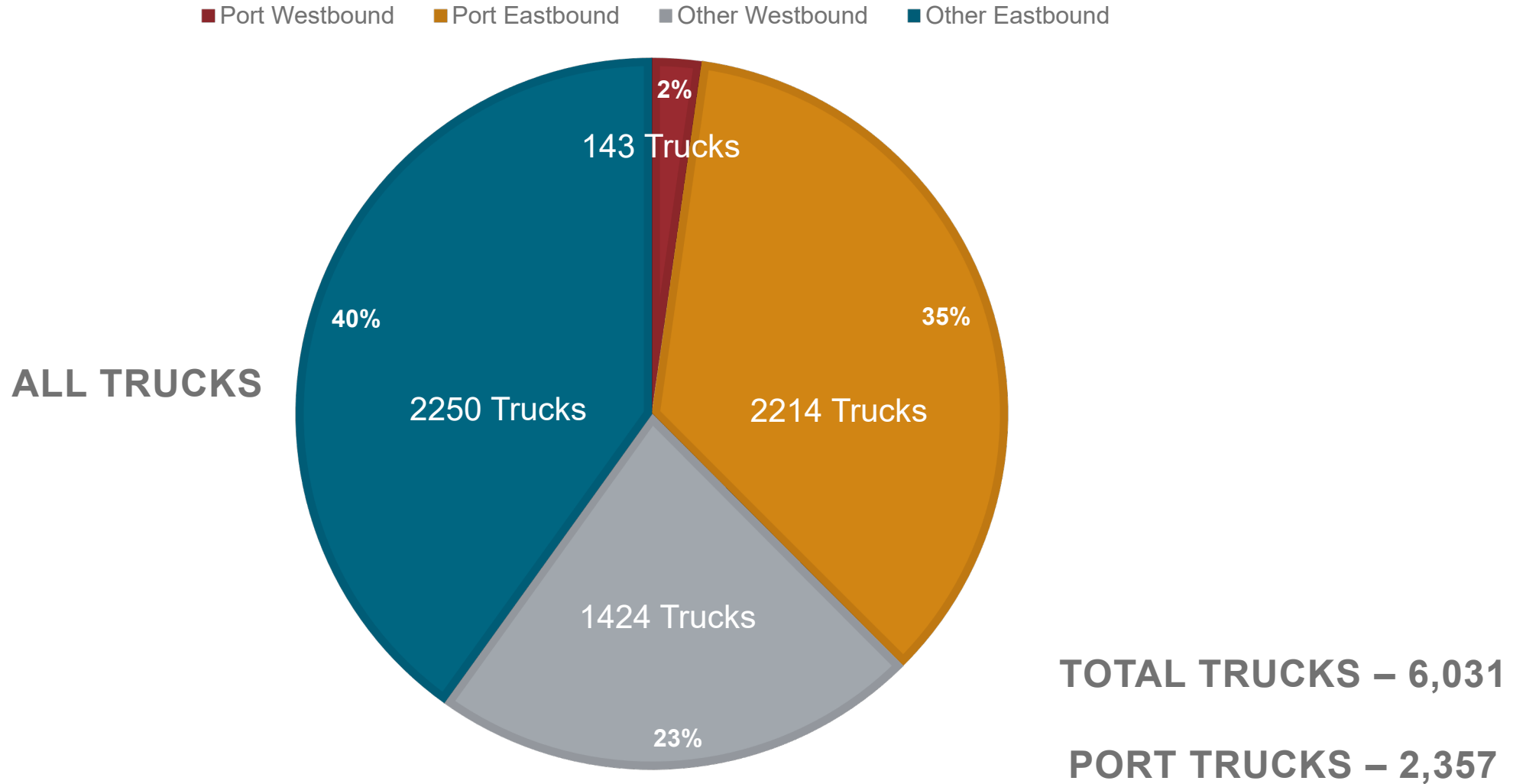
Drayage Arrivals – July 1 to July 27



Traffic Survey – Hourly Summary July 22 to Aug 6



Traffic Survey – July 22 to Aug 6



South Shore Roadway



Commissioner Street & Clark Drive Access Points



Clark Drive Access



Commissioner Street – Access & Truck Staging

Commercial Diesel Station



1716 Clark Dr – Clark Dr / E 1st Ave



1510 Powell Street – Powell St / McLean Dr