

Candidate Responses 2026 Municipal Election

Questions

1. If elected, what is your vision for improved transportation in North Vancouver?
2. Costs are rising and small business is feeling the squeeze. What will you do to support small businesses and foster business and job growth in North Vancouver?

District of North Vancouver

Mayor

Stephan Nieweler

1. The North Shore transport crisis has local and regional causes, thus any minor spot improvements will not resolve larger structural issues in the network. I have conducted my own research while at SFU, and have clear evidence that a rail transit line is justified in the immediate term – not the long term.

As a result, I have delivered a 3-point plan to unlock the North Shore's gridlock within a decade:

- a) A new multi-modal bridge for freight rail (beneath), rail transit, HOV lanes and active modes (above) next to the Ironworkers' Bridge (which has 30 years of life remaining);
- b) New HOV lanes extending from the Cassiar Tunnel to Taylor Way, facilitating a new express bus service across the upper North Shore from Horseshoe Bay to Phibbs;
- c) A rail transit line from Ambleside to Metrotown (SkyTrain), and downtown (via Hastings) with travel times beating the car (multi-level park &rides at Park Royal, Phibbs and PNE stations

Businesses would benefit as staff and deliveries would finally be able to travel on an efficient, reliable transport network, with 25% of current traffic removed from the two inlet bridges.

2. Small business needs three things from City Hall: speed, predictability, and a council that actually understands what it's like to run an enterprise. I do — I owned and operated a jazz club, pub and commercial building as I worked as a transport planner. I know how much a slow permit process or an unclear timeline can cost a small operator.

As Mayor, I'll make local economic development a real priority, not a line item — pushing for faster, clearer approval processes so business owners aren't left guessing. I'll also keep growth and development policy predictable, so investment in our commercial areas isn't scared off by years of uncertainty.

And I won't treat transportation and business growth as separate issues — they're the same issue. Gridlock delays deliveries, costs businesses customers and their workers time that they could be spending on the job. Unlocking our gridlock is economic development.

Finally, affordability matters on both ends: businesses need affordable commercial space, and they need employees who can afford to live nearby. I'll keep housing affordability central to how we grow this community, because a strong local economy depends on people being able to stay here.