

Will Jawando Democrat County Executive

1. Would you have voted (or did you vote) yes or no on the following:

a) the Thrive 2050 master plan

Yes. I voted for Thrive 2050.

b) the More Housing N.O.W. Zoning Text Amendment (ZTA 25-02)

No. I support building more housing near transit, and my own legislation to allow multi-family development within one mile of Metro stations reflects that. I voted against ZTA 25-02 because it lacked meaningful anti-displacement protections for the Black, Latino and low-income homeowners most at risk along the affected corridors. As County Executive, I will pursue housing production paired with real safeguards, not one without the other.

c) the University Boulevard Corridor plan

No. I support the corridor plan's transportation safety improvements, including wider sidewalks, better crosswalks, and a connected bike network on University Boulevard. My objection was to the zoning changes moving forward without adequate protections for one of the most diverse homeownership corridors in the county.

2. a) Do you support the Transit and Housing Opportunity Act (SB389) to facilitate transit oriented development near train stations, including the Red and Purple Line stations in Montgomery County?

Yes, with amendments. I support the core goal of SB389: building more housing near transit stations, eliminating parking minimums for transit-oriented development, and leveraging state-owned land. Montgomery County's Red Line and future Purple Line stations are enormous opportunities for walkable, transit-connected communities. I want to ensure the final bill includes strong affordability requirements and meaningful community engagement.

b) Do you support amending the bill to include WMATA-owned land next to stations on the same basis as state-owned land?

Yes. Many WMATA-owned parcels adjacent to stations are surface parking lots that would be far more productive as housing, retail, and community space that generates ridership and revenue for the transit system. They should be treated the same as state-owned land under the bill, with the same affordability and design standards.

3. Do you support reallocating road space from car lanes to sidewalks, bicycle lanes, and/or bus lanes to increase safety for all road users in these locations?

I support the goal of making our roads safer for everyone. Road redesigns that create space for walking, biking, and bus service are an important part of our Vision Zero

commitment. How we implement these changes matters too. Communities deserve a real voice in the process, not just notification after the fact.

a) Old Georgetown Road (as currently implemented)

The safety results are meaningful: zero pedestrian and cyclist fatalities since the bike lanes were installed, after two teenagers lost their lives on that corridor. The implementation process, however, was badly handled. Residents and businesses were not adequately informed or engaged before a major reconfiguration of a state road. As County Executive, I would work with SHA to ensure safety improvements of this scale include genuine community engagement. The right answer is better process, not removing safety infrastructure that is saving lives.

b) University Boulevard near Blair High School (per newly adopted master plan)

I support making University Boulevard safer for the students, families, and transit riders who use it every day. The corridor plan's safety recommendations address real needs on one of the most dangerous roads in the county

c) Frederick Road (MD 355) between Middlebrook Road and MD 124

I am open to safety improvements along this section of MD 355. Any redesign should be informed by the specific conditions of the corridor and developed with the communities that rely on it. The upcounty has been underserved by transportation investments for too long.

d) County roads where walking and cycling are similarly difficult & dangerous

Yes. I would direct MCDOT to use data to identify the most dangerous corridors and prioritize safety improvements where the need is greatest. Road safety projects should not be subject to a single-neighbor veto, while still maintaining meaningful community engagement in design.

4. Do you support building all the Purple Line sidewalks recommended by the Purple Line Bicycle and Pedestrian Area (BiPPA) program before the line's scheduled opening in December 2027, streamlining the planning process as needed to make this happen? (This includes previously rejected sidewalks near the Takoma-Langley station.)

Yes. It does not make sense to open a light rail line without safe ways for people to walk to the stations. Every recommended BiPPA sidewalk should be built before opening day.

Where communities have had concerns, we need to do the work of helping residents understand why these connections matter for safety and access, especially in

transit-dependent neighborhoods. As County Executive, I would direct MCDOT to work with communities to build understanding and buy-in for these important projects.

5. Do you support these highway expansions?

a) Midcounty Highway Extended

No. I voted to remove M-83 from the Master Plan of Highways and Transitways as part of the 10-1 Council vote. What upcounty residents need is reliable transit: frequent bus service, BRT on Route 355, and better MARC service.

b) Widening American Legion Bridge & adjoining section of Beltway with toll lanes

I support replacing the aging American Legion Bridge. I do not support adding toll lanes that primarily benefit higher-income commuters while doing little to reduce congestion for everyone else. Any bridge replacement should include a shared-use trail, dedicated transit capacity, and a commitment to minimizing impacts on communities and parklands.

c) Widening I-270 with toll lanes

No. Adding toll lanes to I-270 is not a congestion solution. Our investments should go toward transit alternatives that move more people more efficiently: BRT, MARC improvements, and the Corridor Cities Transitway.

d) Widening Beltway between I-270 and Prince George's County with toll lanes

No. This section was removed from the state's preferred alternative in 2021. I see no reason to revive it.

e) Observation Drive Extended

Yes. This is not a highway expansion. It is a local connector road designed to include shared-use paths, bike infrastructure, and stations for future BRT service. The alignment is being rethought through the Clarksburg Gateway Sector Plan to reduce environmental impacts, and I support that effort.

f) Montrose Parkway East

No. The original Montrose Parkway East was effectively defunded by County Executive Elrich, and I do not support reviving it. The current CIP retains only planning funds to evaluate smaller-scale alternatives that address localized safety issues. That is the right approach.

6. Should the county give a higher priority to frequency of current bus service or to planning and preparation for future BRT infrastructure construction?

Frequency now. As County Executive, I would make increasing Ride On frequency on the highest-ridership routes an immediate budget priority. BRT planning should continue in parallel, but the foundation is getting more people on buses today.