

## Jami L. Milanovich, P.E. Principal

**Ms. Milanovich** is a registered professional engineer with over 25 years of experience in a wide range of traffic and transportation projects including: traffic impact studies, corridor studies, parking analyses, traffic signal design, intersection improvement design, and signing and pavement marking design. Over the past 18 years, Ms. Milanovich has worked primarily in the District of Columbia on a multitude of mixed-use, residential, institutional, and office projects throughout the City. A sampling of her school-related projects is included below.

### SCHOOLS AND DAYCARES

**THE RIVER SCHOOL, WASHINGTON, D.C.:** The River School proposes to relocate from its current location on MacArthur Boulevard to a new location at the intersection of Nebraska Avenue and Van Ness Street in the AU Park neighborhood of Washington, D.C. As part of the relocation, the River School proposes to expand its mission to include grades 4 through 6 in its curriculum. Ms. Milanovich and her team prepared a Comprehensive Transportation Review (CTR) that included an analysis of the traffic impact of the school on the surrounding roadway network and a detailed queuing analysis that demonstrated how the school's pick-up/drop-off operation would be accommodated on site without the use of public streets. The CTR also included a comprehensive Transportation Management Plan that included the following components: a Transportation Demand Management Plan, an Operations Management Plan, a Performance Monitoring Plan, and physical roadway improvements. Ms. Milanovich provided expert testimony before the Board of Zoning Adjustment (BZA). The BZA approved the application in November 2021.

**SIDWELL FRIENDS SCHOOL, WASHINGTON, D.C.:** Sidwell Friends School proposes to relocate its Lower School from its current location in Bethesda to its Upper/Middle School campus on Wisconsin Avenue in the Cleveland Park neighborhood of Washington, D.C. Ms. Milanovich and her team prepared a preliminary assessment of traffic operations to identify strategies to accommodate the Lower School traffic on the Wisconsin Avenue campus. Data was collected on both campuses to determine trip generation rates, pick-up/drop-off queues, and parking occupancy. W+A determined that the relocation of the Lower School would require improved pick-up/drop-off operations and proposed conceptual pick-up/drop-off area designs as well as more efficient procedures that would accommodate the increase in traffic.

Following the preliminary assessment, Ms. Milanovich met with several community working groups and neighbors to address their concerns



### EDUCATION

Master of Engineering; The Pennsylvania State University (2000)  
Bachelor of Science – Civil Engineering (With Distinction); The Pennsylvania State University (1995)

### SPECIALTIES

Comprehensive Traffic Studies  
Traffic Impact Studies  
Parking Studies  
Corridor Analyses  
Loading Management Plans  
Site Access Studies  
Expert Testimony

### PROFESSIONAL REGISTRATIONS

Registered Professional Engineer:  
Washington, D.C.  
Virginia  
Maryland  
Pennsylvania  
West Virginia  
New York

### PROFESSIONAL AFFILIATIONS

Institute of Transportation Engineers  
Urban Land Institute

related to traffic. A strong commitment to a robust Transportation Demand Management (TDM) plan and Monitoring Plan as well as relocating pick-up/drop-off operations for the Middle School from a public street to a location on campus helped Sidwell ultimately gain the active community's support.

A substantial Comprehensive Transportation Review (CTR) was also prepared for review by the District Department of Transportation (DDOT). The CTR included detailed assessments of multi-modal site access and circulation, the five pick-up/drop-off locations, existing and anticipated loading needs, intersection operation with the proposed TDM plan and Middle School pick-up/drop-off relocation, Wisconsin Avenue corridor operations, and transportation solutions proposed by the community to address existing traffic issues. W+A also conducted a mode split survey of parents and teachers to determine their travel characteristics.

Ms. Milanovich provided expert testimony before the Board of Zoning Adjustment (BZA). The BZA approved the Lower School relocation and subsequent student and staff cap increases in March 2016.

**GEORGETOWN DAY SCHOOL, WASHINGTON, D.C.:** Georgetown Day School consolidated its Lower, Middle, and High Schools on its Wisconsin Avenue campus in the Friendship Heights neighborhood of Washington, D.C. Ms. Milanovich and her team prepared a Comprehensive Transportation Review (CTR), which included a detailed assessment of a new driveway on River Road, a detailed evaluation of site access and circulation, including three proposed pick-up/drop-off locations, and intersection operation surrounding the campus.

Ms. Milanovich presented the results of the traffic study and the proposed transportation plan for the consolidated campus to various community groups. She also provided expert testimony before the Board of Zoning Adjustment (BZA). The BZA approved the campus consolidation in December 2017.

**THE BRITISH SCHOOL OF WASHINGTON, WASHINGTON, DC:** Ms. Milanovich worked with the British School to evaluate the school's current transportation operations and to project future traffic and parking demands for the school based on the school's proposed expansion plans. Ms. Milanovich and her team presented their findings to the school and provided recommendations to improve capacity in order to more efficiently process the school's drop-off/pick-up operation. Ms. Milanovich also prepared a comprehensive transportation survey geared for students, parents, and faculty/staff. Using the results of the survey, Ms. Milanovich made recommendations to the school to reduce their vehicular demand.

**SCHOOL FOR FRIENDS, WASHINGTON, D.C.:** Ms. Milanovich oversaw the completion of a Transportation Assessment for School for Friends in the West End neighborhood of Washington, D.C. The study assessed the impacts of proposed student and faculty/staff cap increases on the surrounding road network as well as the pick-up/drop-off operations of the school. Parking occupancy counts, a mode split survey, and field observations were conducted to determine if the school's existing facilities could accommodate the additional parking demand associated with the cap increases. The Board of Zoning Adjustment approved the project in February 2015.

**SHERIDAN SCHOOL, WASHINGTON, D.C.:** Ms. Milanovich was responsible for the preparation of a transportation assessment of the Sheridan School in support of the school's renewal of their special exception approval. In conjunction with the special exception application, Sheridan sought a nominal increase in its enrollment cap from 226 to 230 students. The transportation assessment included an inventory of alternative transportation modes in the vicinity of the school, a description of the school's

transportation operations, a summary of the school's Transportation Demand Management Plan, the anticipated increase in trip generation under the proposed student cap, and an assessment of vehicle queues on 36<sup>th</sup> Street during the AM drop-off period. The special exception application was approved by the Board of Zoning Adjustment in April 2014.

**ST. PATRICK'S EPISCOPAL DAY SCHOOL, WASHINGTON, D.C.:** Ms. Milanovich was responsible for the preparation of the traffic study prepared in conjunction with St. Patrick's Special Exception application, which requested an increase in enrollment from a cap of 440 students to a cap of 485 students at the school's Whitehaven Campus. As part of the traffic study, pedestrian and bicycle facilities on and around campus were evaluated. A detailed evaluation of the pick-up/drop-off area also was conducted. Ms. Milanovich provided expert witness testimony before the Board of Zoning Adjustment (BZA), which approved the project in December 2012.

**ST. PATRICK'S MIDDLE/HIGH SCHOOL, WASHINGTON, DC:** Ms. Milanovich was responsible for the preparation of the traffic study conducted in conjunction with St. Patrick's plans to develop a new 120-student middle school, 320-student high school, and 27 new single family homes at 1801 Foxhall Road. The purpose of the traffic study was to evaluate the impacts on the adjacent Colony Hill residential neighborhood. As part of the study, a Transportation Management Plan was developed and improvements on Foxhall Road were recommended. The project was approved by the BZA in November 2006.

**SCHOOL WITHOUT WALLS, WASHINGTON, DC:** Ms. Milanovich was responsible for the preparation of a traffic impact study for the proposed renovation of the School Without Walls, which included modernization and expansion of the existing building to accommodate an increase in enrollment of 100 students as well as a new residence hall for George Washington University on the existing parking lot for the School. Ms. Milanovich provided expert testimony before the Zoning Commission, which approved the project on December 11, 2006.

**JUBILEE JUMPSTART, WASHINGTON, DC:** Ms. Milanovich was responsible for the completion of a traffic assessment to evaluate the impacts of the proposed renovation of the Maycroft Building, located at 1474 Columbia Road in the Columbia Heights neighborhood of the District. The proposed renovation would include 64 apartment units, the Teen Renaissance Center, the Jubilee Family Resource Center, and Jubilee JumpStart (an early childhood development center). In addition to evaluating the impacts at the nearby intersections, the assessment also included an evaluation of the proposed pick-up/drop-off operation on 15<sup>th</sup> Street. The BZA approved the project in February 2012.

**ROSEMOUNT CENTER, WASHINGTON, DC:** Ms. Milanovich prepared a TIS to evaluate an increase in the staff cap from 52 persons to 85 persons. The objectives of the study were to analyze existing and projected future traffic volumes, evaluate drop-off/pick-up and parking operations, and recommend possible physical and/or operational changes that could improve safety and efficiency.

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