



## Jami L. Milanovich, P.E.

### PRINCIPAL ASSOCIATE

**Ms. Milanovich** is a registered professional engineer with over 20 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 decade, 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 projects is included below.

### SCHOOLS AND DAYCARES

**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 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.

### EDUCATION

Master of Engineering; The Pennsylvania State University

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

### SPECIALTIES

Traffic Impact Studies

Parking Studies

Corridor Analyses

Loading Management Plans

Site Access Studies

Expert Witness Testimony

### PROFESSIONAL REGISTRATIONS

Registered Professional Engineer:

Washington, D.C.

Virginia

Pennsylvania

West Virginia

### PROFESSIONAL AFFILIATIONS

Institute of Transportation Engineers

The Urban Land Institute

District of Columbia Building Industry Association

Board of Zoning Adjustment

District of Columbia

CASE NO. 19599

EXHIBIT NO. 29B

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.

**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.

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**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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**COLLEGES AND UNIVERSITIES**

**GEORGETOWN UNIVERSITY CAMPUS PLAN, WASHINGTON, D.C.:** Ms. Milanovich and her team conducted a comprehensive transportation study in conjunction with Georgetown University's 2017 - 2036 Campus Plan. Ms. Milanovich worked extensively with the University, Medstar Georgetown University Hospital, the community, and the District Department of Transportation to develop transportation solutions that were amenable to all. A key component of the transportation plan was a comprehensive transportation demand management (TDM) plan that, over time, will substantially reduce vehicular traffic coming to and from the campus. The TDM included a comprehensive monitoring plan to ensure the community that the agreed upon performance monitoring targets are met. Ms. Milanovich provided expert witness testimony at the District of Columbia Zoning Commission, which approved the Campus Plan in December 2016.

Prior to the 2017 - 2036 Campus Plan, Ms. Milanovich conducted a peer review of the transportation study conducted in conjunction with the University's 2011 - 2017 Campus Plan. She provided input on the proposed scope of work and methodology based on extensive experience with other, similar projects. Ms. Milanovich also provided expert witness testimony on technical aspects of the transportation component of the Plan at the Zoning Commission hearing in November 2011. Ms. Milanovich then worked with the University and other consultants on implementation of the Campus Plan, including required rerouting of the Georgetown University Transportation System buses and the design of a new bus turnaround on campus.

**THE GEORGE WASHINGTON UNIVERSITY FOGGY BOTTOM CAMPUS PLAN, WASHINGTON, D.C.:** Ms. Milanovich conducted a comprehensive transportation study in support of the University's 2006-2025 Foggy Bottom Campus Plan. The Plan envisioned two million square feet of new high-tech classrooms, labs, offices, residential space, support space, and other modernized University facilities through 18 potential redevelopment sites, including the demolition of the 1,482-space University Parking Garage. The transportation study evaluated existing and proposed traffic and parking conditions; documented existing public transportation facilities, pedestrian facilities, bicycle facilities, and loading facilities; and documented the effectiveness of the existing Transportation Management Plan. Additionally, the study evaluated the impact of the Campus Plan on over 30 intersections in and around the campus. The District of Columbia Zoning Commission approved the Campus Plan in 2007.

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**THE GEORGE WASHINGTON UNIVERSITY SQUARE 77 RESIDENCE HALL, WASHINGTON, D.C.:** Ms. Milanovich prepared a transportation assessment in support of the proposed construction of a new 894-bed residence hall in the heart of the George Washington University's Foggy Bottom Campus. Specific project challenges included developing a plan to accommodate the loading and service needs of both the new facility and other existing uses on the square given the limited area available as a result of the infill project. The project also required an alley to be closed to accommodate the proposed redevelopment. The Zoning Commission approved the project in June 2013. The District of Columbia City Council approved the alley closing in July 2013.

**THE GEORGE WASHINGTON UNIVERSITY SCHOOL OF PUBLIC HEALTH AND HEALTH SERVICES, WASHINGTON, DC:** Ms. Milanovich prepared a transportation impact study in support of the University's plans to construct a new building to house the School of Public Health and Health Services. She worked with the University and the District Department of Transportation to establish a curb side loading zone in lieu of the originally proposed on-site loading berth that would require back-in maneuvers. The Zoning Commission approved the Second Stage PUD application in June 2011.

**THE GEORGE WASHINGTON UNIVERSITY SCIENCE AND ENGINEERING HALL, WASHINGTON, D.C.:** Ms. Milanovich prepared a transportation impact study in support of the University's plans to demolish the existing University Parking Garage and construct a new Science and Engineering Hall in its place. The new facility will include 376,471 SF on eight levels above-grade. Two below-grade programmed levels plus four levels of below-grade parking also are proposed. The study concluded that vehicular traffic to and from the site will be reduced by approximately 75 percent as a result of the redevelopment. Ms. Milanovich worked with the University, the project architects, and DDOT to develop a loading design and truck management plan for the proposed Science and Engineering Hall that would be sensitive to pedestrians and would minimize the impacts between vehicles and pedestrians. Ms. Milanovich provided expert witness testimony before the Zoning Commission in support of the project. The Zoning Commission approved the Second Stage PUD application in March 2011.

**THE GEORGE WASHINGTON UNIVERSITY MOUNT VERNON CAMPUS PLAN, WASHINGTON, D.C.:** Ms. Milanovich conducted a transportation study in support of the University's 2010 Mount Vernon Campus Plan, which included the development of four new academic buildings and one new residential building. The study evaluated the impact of the corresponding increase in faculty, staff, and students on nine intersections surrounding the campus. The study also evaluated the impact of converting the existing W Street driveway to pedestrian and emergency vehicle access only.

**TRINITY WASHINGTON UNIVERSITY, WASHINGTON, D.C.:** Ms. Milanovich and her team conducted a traffic impact study and parking assessment for the proposed 80,000 SF Academic Center on Trinity's Campus. The study included several changes to improve campus access and circulation, including changing the flow of the loop in front of Main Hall from

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clockwise to counterclockwise flow, conversion of the roadway between Main Hall and the library to one-way southbound operation, construction of a new roadway south of the new Academic Center to provide access to and egress from the campus parking, and opening of a curb cut on Franklin Street for unrestricted, all day, two-way use. The Zoning Commission approved the project in March 2014.

Subsequent to the approval of the Academic Center, Ms. Milanovich prepared a transportation assessment in conjunction with the University's proposed 2017 - 2027 Campus Plan. The assessment included formalization of the University's Transportation Demand Management Plan. Ms. Milanovich provided expert witness testimony before the Zoning Commission, which approved the Campus Plan in March 2017.

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