

MEMORANDUM

DATE: 6/5/2026

TO: Melissa Roseman, City of Albuquerque

FROM: Bohannon Huston

SUBJECT: 4th Street Improvements: Summary of Comments

Overview

An open house on Tuesday, February 15th, 2026, at the Los Griegos Community Center gave community members the opportunity to view proposed renderings of the proposed 4th Street Improvements, ask questions and engage with the design team, and provide input. An [interactive map](#) on the project website also provided the public with an opportunity to drop pins and make location-specific comments. Further, people could email the project team through a project-specific email address (fouthstreet@bhinc.com). The original



comment period extended until March 10th. An additional set of comments was emailed to the project team March 30-31. This updated memo incorporates these seven comments, six of which are supportive of the project. A complete list of comments received at the public open house, through the online interactive map, and to the project-specific email address, as well as images of materials from the open house, are provided at the end of this summary.

Overall, many people expressed support for traffic calming, parking measures, and pedestrian improvements, noting that the proposed improvements would improve safety, walkability, and business access, and that it could help 4th Street to thrive again.

Some people expressed concerns about congestion, placement of proposed parking, potential impacts to local businesses, and changes to the areas surrounding bus stops. Some concerns may be addressable through design refinements. Design-specific comments are listed at the end of each section. Comments revolved around the following major themes:

Total Comments	46
Supports Project	39%
Against Project	11%
Neutral/Informational	50%

Safety, Walkability, and Livability

Several people expressed support for the project, noting that traffic calming could make it safer, easier, and more comfortable to walk along 4th Street. (“Agree with the project—want to walk around without getting run over”). Others expressed hope that these changes would “bring more shops and safer shopping.” Some commenters indicated the need for additional pedestrian safety measures, such as improved crosswalk markings and pedestrian beacons at crosswalks. One commenter wrote that there is no crossing guard at 4th & Mildred, and that they believe the crosswalk is in the wrong place.



Design-Specific Recommendations provided by the Public:

- More crosswalks needed for safe pedestrian travel across 4th Street
- Need crosswalk at 4th and Phoenix Ave so Poblana Place residents can safely cross to Los Tomases park
- Improve crosswalk markings
- Consider crosswalk beacons
- Consider relocation of crosswalk at 4th & Mildred

Actions and Responses from the City:

- Evaluation and/or recommendations on specific locations for additional crosswalks or improved facilities (i.e. crosswalk beacons) are not included but input will be noted for further consideration in the future
- Existing crosswalks within the corridor will receive improved pavement markings
- Crosswalk at Mildred and 4th Street will remain to support access to nearby schools

Congestion

Several comments focused on the potential for increased congestion resulting from the proposed lane reduction, particularly during school drop-off and pick-up times at St. Therese, Garfield, and the charter school. Some residents noted that traffic is already slow during peak periods (including at 3pm & 5pm) and expressed concern that reducing travel lanes could create additional delays. One commenter noted concern about the possibility of drivers using these side streets to avoid traffic congestion as a result of the road diet, leading to increased traffic and speeding along residential streets such as Los Tomases between Menaul and Phoenix, and Cordova and Los Arboles streets, which connect directly to 4th Street. They are concerned for pedestrian safety near Los Tomases park.

Design-Specific Recommendations provided by the Public:

- Consider continuing the center turn lane continue past Fitzgerald Road to Candelaria which could reduce backups at the light

Actions and Responses from the City:

- The center turn lane must transition to a formal left-turn lane at the intersection to provide the needed vehicle storage for NB left-turns at this location

Vehicle Safety

One person raised concerns about merging movements where two lanes transition to one, as well as turning conflicts and visibility when entering or exiting side streets or driveways. One person noted that on-street parking could affect sight lines when turning onto 4th Street from side streets, including Los Arboles. One identified that on-street parking could worsen visibility coming out of St. Therese Church. Another suggested placing a barrier at Mathew to prevent turning north and one at Shropshire to prevent turning south.

Design-Specific Recommendations provided by the Public:

- Evaluate traffic operations where two lanes transition to one: northbound at Menaul and southbound at Candelaria
- Evaluate visibility at access points and intersections primarily those at the following locations: Wendy's, Los Arboles, St. Therese Church
- Consider medians at Mathew and Shropshire to limit turn movements

Actions and Responses from the City:

- All two-lane transitions will follow the lane taper length requirements
- Sight triangles were verified and are compliant with the American Association of State Highway and Transportation Officials (AASHTO)
- No medians or other physical barriers will be implemented with the project

Bus Stops

There were concerns about bus stop locations, operations, and the parking areas surrounding bus stops. People suggested reviewing the number and location of northbound bus stops. A few commenters also pointed out potential conflicts between bus stops and adjacent parking spaces and suggested reconsidering parking near stops to maintain visibility and maneuvering space.

Design-Specific Recommendations provided by the Public:

- Remove all parking spots near existing bus stops – ensure sight distance
- Review all bus stop locations; prioritize placing bus stops near apartment complexes, the UNMH North Valley Clinic, and the community center planned for 4th Street and Mildred Avenue NW
- All bus stops should be out of the travel lanes in the Road Diet section

Actions and Responses from the City:

- All existing bus stop locations and related comments were reviewed with COA Transit and all parking spots hindering access or sight distance were removed
- No bus stops will be added or modified, and no bus stops are within the travel lanes

Business Access and Parking Impacts

Comments also frequently addressed access to businesses and parking availability along the corridor. Some people expressed concern that the proposed configuration could reduce existing parking or make it more difficult for customers to access storefronts. Others raised location-specific issues related to parking management, including requests for no-parking curb markings at certain intersections (“Mildred needs red paint on curbs so no parking”) and for improving the paint lines, noting that it can be hard to see the striping at night along 4th Street. One person commented that a parking place near Fitzgerald would make the right turn there more dangerous. Despite these concerns, some commenters indicated general support for the project, noting that with adjustments related to parking and bus stop placement it could benefit both safety and local businesses.

Design-Specific Recommendations:

- Integrate no-parking curb markings at Mildred
- Remove on-street parking in front of Wendy’s
- Minimize parking near the intersection with Fitzgerald
- Consider removing any parking close to intersections
- Ensure that on-street parking does not reduce visibility near St. Therese driveway
- Prioritize parking near stores that do not have large, easily accessible off-street parking lots. For example, it appears the pedestrian buffer in front of Discount Auto Sales and AutoZone, which both have ample visible off-street parking, might be narrowed so that the pedestrian buffer on the west side between Calle Cuarta and the community center could be widened to allow more on-street parking.

Actions and Responses from the City:

- No-parking curb markings at Mildred will be added
- On-street parking in front of Wendy’s will be removed
- On-street parking near Fitzgerald will be minimized
- Sight distance at all intersections will be evaluated and parking removed if required to ensure visibility
- Opportunities to prioritize parking in areas without off-street parking will be evaluated

Sidewalks and Bike Lanes

Residents noted that restriping is just the beginning of improvements necessary support the City’s Main Street goals/requirements of high walkability and significantly increased density for 4th Street. They noted that this plan does not address sidewalk width, ADA-compliance, buffering, benches, trash containers, lighting, street trees, etc. and expressed hope that this road diet will kick off planning and funding efforts for the other improvements needed for 4th Street to be a genuine Main Street.

Though sidewalks are outside the scope of this project, we'll note that participants commented that many sidewalks on the east side of the corridor require repair or replacement, while sidewalks on the west side are generally in better condition. Others pointed out obstacles such as utility poles blocking portions of the sidewalk. Some commenters expressed enthusiasm about the possibility of safer walking conditions along 4th Street and indicated they would be more likely to walk along the corridor if improvements were implemented. As noted above, people suggested enhanced crosswalk visibility or pedestrian beacon signals at crossings. In addition, several commenters expressed that they wished to see bike lanes throughout the corridor.



Design-Specific Recommendations provided by the Public/Actions and Responses from the City:

- Future consideration of sidewalk improvements and removal of obstacles

Opposition to the Road Diet

A smaller number of comments expressed opposition to the road diet concept, primarily due to concerns that reducing travel lanes could increase congestion, lengthen travel times, or divert traffic to parallel routes such as 2nd Street. There were also concerns from those opposed that street parking would impede turning visibility from side streets, causing safety issues, and that with just one lane of steady traffic, the wait to turn onto 4th Street would increase. Some commenters questioned whether nearby intersections would be able to accommodate potential shifts in traffic patterns, including whether turn lanes on adjacent streets would be adequate. Overall, however, outright opposition appeared less common than comments expressing concerns or requesting clarification about traffic operations.

Design-Specific Recommendations:

- Evaluate the operations and/or need for turn lanes on adjacent streets, such as Mildred, Matthew, Los Arboles, Shropshire, and Fitzgerald

Actions and Responses from the City:

- Turn lanes will be striped on Mildred and Fitzgerald as part of this project

Project Limits and Corridor Extent

Several comments asked why the project limits focus on the Menaul-to-Candelaria segment of 4th Street and suggested that improvements should extend further along the corridor. Some participants recommended including the section between Candelaria and Griegos due to business activity and bicycle and shopping trips in the area. Others noted that the segment between Griegos and Montañó contains numerous businesses and suggested that a similar two-lane configuration with a center turn lane could

be considered there as well. One commenter also asked whether 4th Street would return to two travel lanes south of Menaul or remain one lane in each direction beyond the project limits.

Key Themes and Takeaways

Public input focused on walkability and pedestrian safety, congestion, safety related to turning and sightlines, business access, parking, and bus stop operations. Many comments reflected interest in improvements that would enhance walkability, pedestrian safety, and overall corridor livability; several also asked for more landscaping and trees. Many expressed hope that the improvements might eventually extend beyond the current study area.

Project Website and Interactive Map:

[4th Street Improvements | Engage BHINC](https://engage.bhinc.com/fourthstreet) (<https://engage.bhinc.com/fourthstreet>)

Attachments:

- 1) Compilation of comments
- 2) Images of renderings displayed at public open house
- 3) Open House Invitation Flyer
- 4) Boards Displayed at Open House
- 5) Sign in sheets

4th Street Improvements: Compiled Comments

Looks like the plan works! I'm a life long resident of the Huez/4th Street area and changes and improvements to this area have been very slow in coming. However it needs to be kept in mind that the area is very unique and special to North Valley residents. Improvements DO NOT mean turning the area into the Heights. Careful consideration of the whole North Valley tradition needs to be considered. Please continue northward to Osuna in slowing traffic and improving turn lanes etc.

Not a good idea; will create more congestion at pick up time from Garfield, St Therese and Charter school. Need barrier at Mathew to prevent turning north and one at Shropshire to prevent turning south. Also with on-street parking visibility will be worse coming out of St Therese church going south and north of Mildred.

Need bike lanes; remove on-street parking; straighten out lane (no offset) at Calle Cuarta? Make Calle Cuarta Apt more recessed away from street. Need walkable means move apt back; no more developments at street level. Pictures are not drawn to scale (very misleading). Area economically depressed; slowing/limiting traffic will make it worse.

I SUPPORT THIS PROJECT! I wish you would engineer in street trees the whole length. Perhaps show them as "future" in non-traffic/parking areas?

Generally well-planned, but needs some tweaking re: parking; bus stops (especially northbound) inconsistent. Make it happen! We are big supporters—good for business and for safety. Check sight lines on some corner parking. Perhaps if this is implemented 4th Street will thrive again! Would it be possible to work in more on-street parking? Will all bus stops be out of the driving lane?

Great that this is a project. Would really encourage the project extended to Griegos at least and hopefully to Montañó (or further). The main issue is safety. El Mezquite Market has become a problem area especially as they recently started selling alcohol. Other issues are related to the Comanche on-ramp for I-25 (very avoidable). Everyone in the area must navigate to the 6th St on-ramp (I-40) via 4th St. Many businesses and added apartments in the stretch between Candelaria and Montañó have created a need for reduced speed and a dedicated left-turning lane. I hope the experiment goes well to justify extending the project because we can't safely cross 4th Street on bicycles. 4th Street is a hazard for transients as well!

Do not agree with this. Disappointed at road diet. Road diet slows people down, causing air pollution while vehicles idle. When one lane, you can't get around (because of road diets), so it takes more time to get places. Doesn't like bike routes/parking. At St Pg 2: Apt building adds more traffic; wanted setback for R1 but now got in and OK. Restaurants using center lane for parking in other areas. School bus drop-off causing backups; should have RT turn lanes instead. 3 schools ≈ 700 cars at pick-up/drop-off. Reducing # lanes will create unmanageable congestion. Therese it's slow during school drop-off. People lined up on 2nd/Candelaria. Mathew—live there; traffic makes it hard to get out at 3pm & 5pm. Still against it in whole city, not just this. Crossing guard—none at 4th & Mildred (crosswalk in wrong place); should be a block down.

Typed comments (from same person as previous row): (1) Since Albuquerque growth as far back as I can remember, the street started one lane on all major streets; as population grew they added a second lane to move traffic. (2) Streets began to be reduced when bicycle lanes appeared. (3) For years we rode bikes on sidewalks and dirt and went everywhere; were courteous to people walking; stopped at stop signs and stop lights. (4) Example of one street that didn't work in the North Valley: Montañño from 4th to Coors was only one lane both ways; it wasn't long after it was changed to two lanes. To date, 4th, 2nd, and I-25 feed Montañño and at any time all three of these streets are parking lots!! (5) Village of Los Ranchos went to the diet for slowing traffic and street parking; they are still ~200 parking spaces short of their goal, with nowhere to add additional parking. (6) Areas all over the city are being affected by the diet that has left cars motionless and created more pollution by sitting there, not to mention what it does to our vehicles. (7) It was lack of leadership that put the cart ahead of the horse; now we are trying to build around a failed system. (8) We need viable engineering to move traffic instead of parking lots all over the city before we starve neighborhoods of time with their families. (9) Businesses, schools, churches, neighborhoods and trails will be affected by this forced diet; people will be forced to take alternative routes within the North Valley and beyond. (10) We already have an issue with traffic with the four lanes that exist. "Thank you for the opportunity to speak."

Agree with the project—want to walk around without getting run over.

Thank you for the discussions here this evening. Some questions: (1) Is there (or where is) the data re: reduction in speed when going on a road diet? (2) What would it take to have pedestrian beacons at crosswalks? (Also noted: DNVA.)

In 14 years living here, I've never had a problem turning R or L into a 4th St business. This seems all to appease apartment building owners who didn't build enough parking behind their buildings for their renters. Also, I was told ~5 yrs ago: "4th St Montañño to Lomas is a commuter traffic corridor. Forget shops, forget retail, forget all of that—it's to zip down & up for commuters in & out of downtown." (Told by a city planning group at an open house like this; can't recall which.) PS—maybe 4th St needs an identity first?

My concerns have been answered. I hope this will bring more shops and safer shopping.

No parking space. Bus stops = need buffers everywhere! % of speed reduction = want to know. More notice at crosswalks = signals/?? Look at Wendy's: potential development on corner; left at Wendy's. Claremont Ave = bus stop = check.

Totally supportive. Put street trees in pedestrian zone. Really excited.

Great! Love the idea. Don't have details but it would have been nice to put in some landscaping. Parking: it seems like there is a lot of parking used now that is being deleted. Please analyze that and check with businesses.

Re-stripe 4th & 2nd from Alameda. Improve the paint—can't see what lane you're in at night.

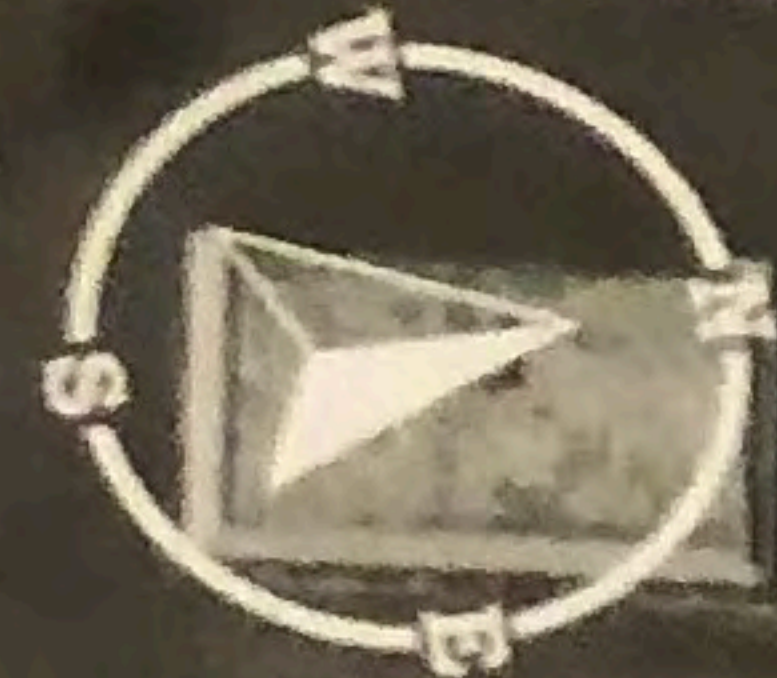
Two-way turn seems atrocious because when will the other know when to stop and not collide. It'll also be hard to turn left out of Los Arboles (my street) onto 4th if there's parked cars—we won't be able to see. 4th Street gets backed up right there as-is during school zone hours, so reducing to two lanes will surely cause a lot more traffic/havoc. Having to share just one lane each way with the buses will cause delay.

Reducing lanes = impacts travel to the Interstate (will reduce). Through traffic will bypass 4th—go to 2nd. Is the left-turn lane at 2nd/Menaul adequate to handle increased traffic? (Circled note:) Good to move traffic to 2nd then.

Is the parking free on 4th or metered?

Want to know why this particular section is chosen. Think it should extend beyond this section. Started specifically because of apartments. Concerned about the merge—going from 2 lanes to one.
Move this bus stop further North, closer to Cresta?
wish it were a bike lane vs parking
Would now walk on 4th street!!! Thanks looks good. Hopefully bus can pull into bike lane at stops
If this large empty lot is used for apartments, it creates some traffic flow issues.
Now I'm stuck behind a bus. Now what? Pass into the middle turn lane?
Wendy's has 11 parking places for very few dining room customers. 80-90% use the drive-up window. A parking place here will make a right turn to Fitzgerald more dangerous.
Check sight triangle.
Potential apartment property
Utility pole blocks sidewalk
No parking here at 4th + Mildred. Too much traffic to UNM Clinic + Garfield Middle School.
Most of the sidewalks on the west side are ok. Many of the sidewalks on the east side need to be replaced.
Here I am. Stuck behind this thing (bus) for the duration.
This is it folks! The "pinch point"; 4 lanes pouring off Montañó, down to Griegos, to the squeeze at Candelaria.
Mildred needs red paint on curbs so NO PARKING
Mildred Ave NW needs striping like Fitzgerald
Is this a bus stop lane here?
Northbound bus stops: look at how many locations...review!
Please include the area from griegos and 4th all the way to candelaria and 4th Street due to the fact I use those areas when bicycling and shopping. The businesses in the area have a lot of congestion with cars. I have also witnessed several auto accidents on 4th and San Lorenzo Ave nw for years hoping for a traffic light there
Can you please tell me if south of Menaul, in both directions, will 4th St go back to two lanes of traffic or remain one lane.
Why only Menaul to Candelaria? Candelaria to Griegos also needs to be addressed. Also, Griegos to Montañó has more business then the other areas combined. I know that Montañó is a high volume street but the traffic engineers can time the lights accordingly to maximize flow with a two lane and center lane system as described for Menaul-Candelaria. El Mesquite Market traffic might seem insignificant, but a traffic study would reveal the need for Candelaria-Griegos to be addressed.
At 3201 4 th Street NW there is a bus bench. The bench is located within private property and blocks the sidewalk. There is not enough clearance between the bench and the curb to meet ADA requirements. Further the walkable path is block more by homeless which use the bench to sleep. I would like to request that this bench be removed with the design of 4 th Street.
In general, road diets such as the current proposal are a benefit to affordable housing projects. For the following reasons:•Enhanced Transit Access: Better pedestrian access or dedicated bus lanes, increasing the value of transit-oriented development (TOD), which is essential for supporting low-cost housing options.

- Improved Neighborhood Desirability: Improved walkability and calmer traffic (traffic calming) boost the attractiveness of a, attracting reinvestment and creating opportunities to integrate affordable housing units within existing neighborhoods.
- Economic Vitality: Road diets can boost local businesses.



THE GRASS STATION

MENAU BLVD

SUNDAY SERVICE MOTOR COMPANY

MARY & TITO'S CAFE

ADVANCE AUTO PARTS

GORDON BERNELL CHARTER SCHOOL

FILL UP GAS STATION

LEGEND

ON STREET PARKING

PEDESTRIAN BUFFER ZONE

*Please note: colors are for illustration purposes only, the streets will not be painted.

4TH STREET IMPROVEMENTS
MENAU TO CANDELARIA

BOOST MOBILE

COURT JOHN MOTEL

LA POBLANA RD

GENESIS AUTO SALES

WOODLAND AVE

- No sidewalk improvements
- No modifications to driveways

CLAREMONT AVE

SV LASH & WAX

LOS ARBOLES AVE

Northbound bus stops
look @ how many
locations
Review!

TRAIL CROSSING

MATTHEW AVE

NORTH VALLEY
FAMILY & COMM

Is there a bus
stop here?

Mildred needs
striping like
Fitzgerald

Mildred
needs red
paint on
curbs
SO NO
PARKING

SOUTHERN
TIRE MART

Need 6
stops
Serve
Community
Clinic
+ Apts
Mo

MILDRED AVE

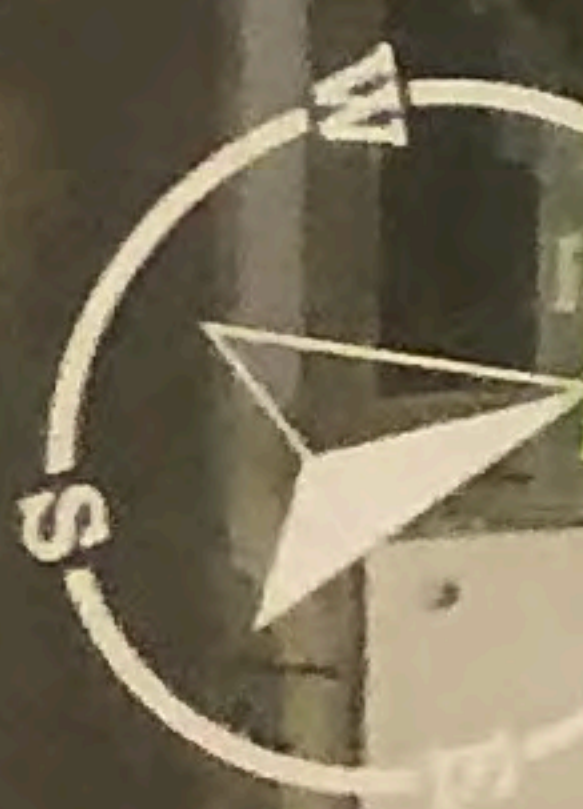
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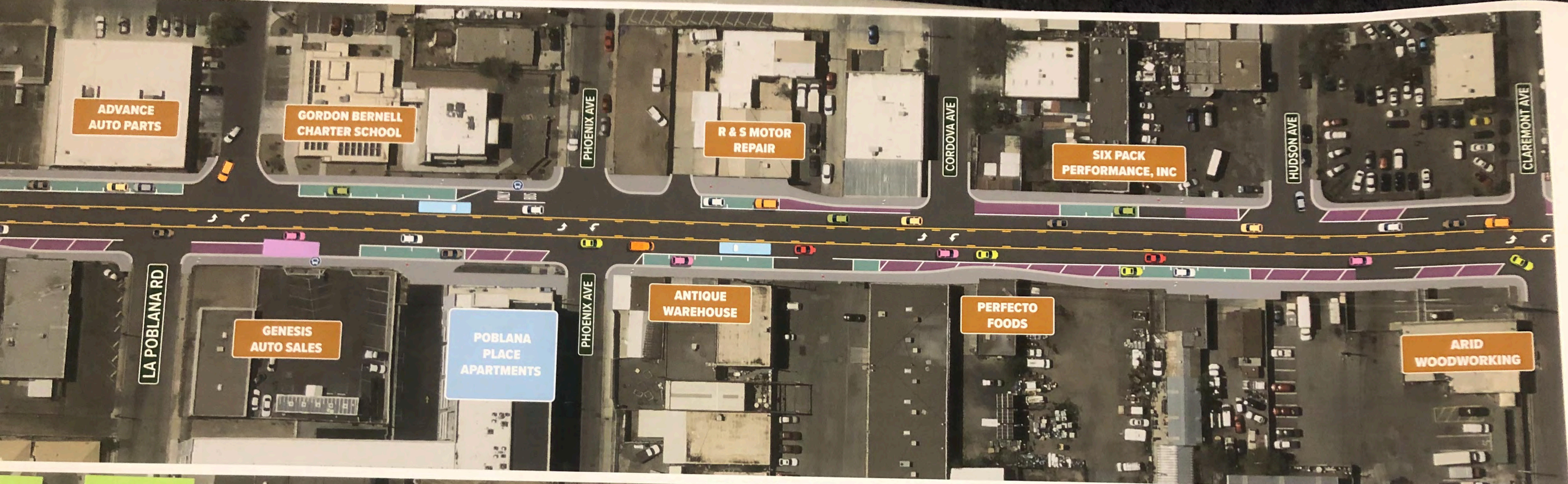
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APARTMENTS

TRAIL CROSSING

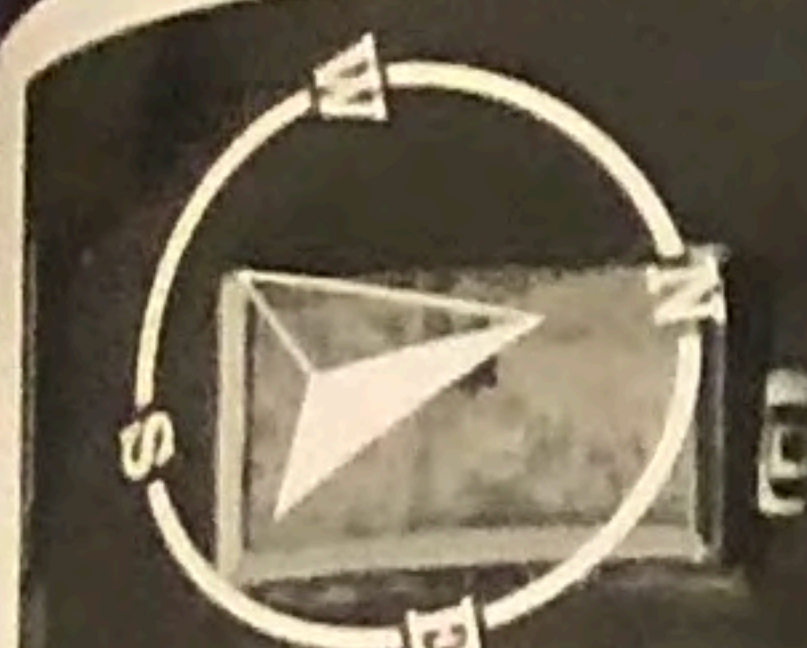
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INFANT JESUS
CATHOLIC CHURCH

DISCOUNT
AUTO SALES









THE GRASS STATION

MENAU BLVD

SUNDAY SERVICE MOTOR COMPANY

MARY & TITO'S CAFE

ADVANCE AUTO PARTS

GORDON BERNELL CHARTER SCHOOL

FILL UP GAS STATION

LEGEND

ON STREET PARKING

PEDESTRIAN BUFFER ZONE

*Note: colors are for illustration purposes only, the streets will not be painted.

4TH STREET IMPROVEMENTS

MENAU TO CANDELARIA

BOOST MOBILE

COURT JOHN MOTEL

GENESIS AUTO SALES

WOODLAND AVE

LA POBLANA RD

- No sidewalk improvements
- No modifications to driveways

Handwritten note:
 Many of the sidewalk on the west side of the street are to be replaced.

SV LASH & WAX

LOS ARBOLES AVE

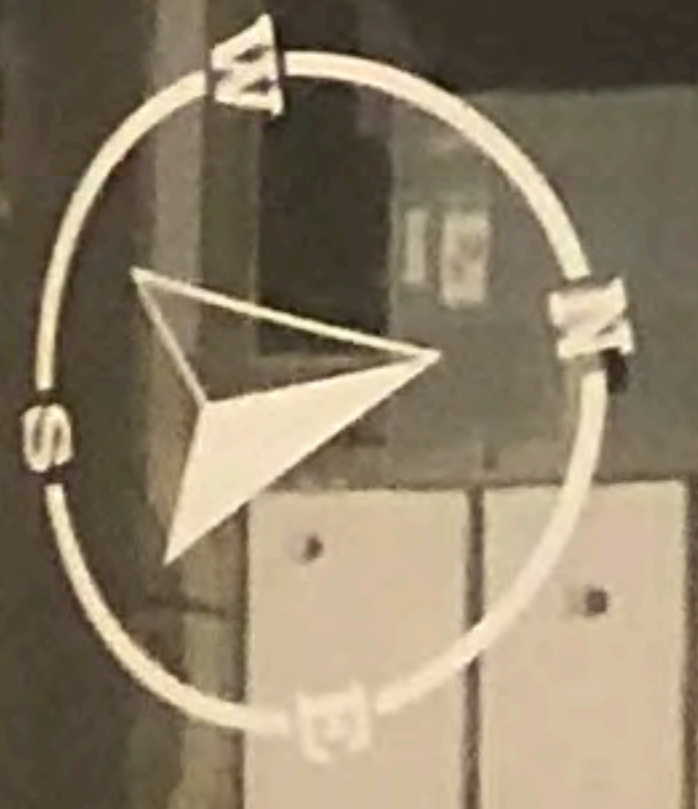
TRAIL CROSSING

MATTHEW AVE

NORTH VALLEY CENTER FOR FAMILY & COMMUNITY HEALTH

MILDRED AVE

SOUTHERN TIRE MART



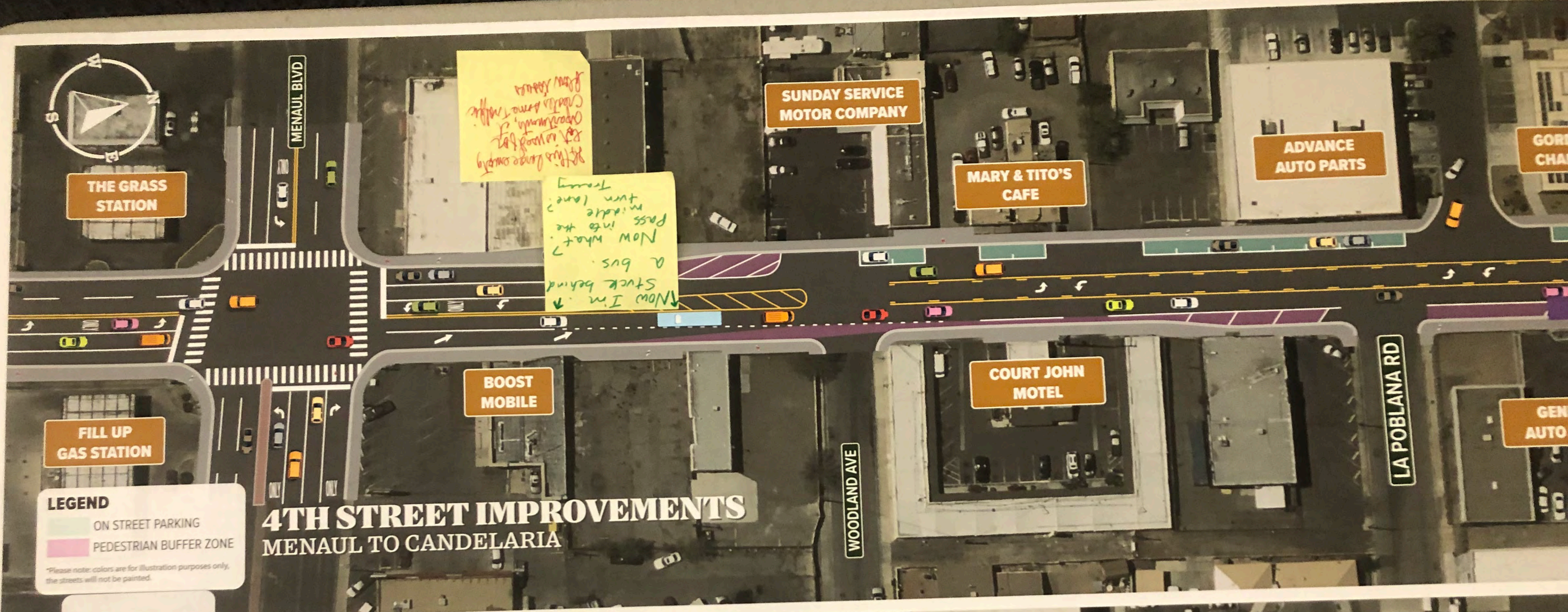
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4TH STREET IMPROVEMENTS MENAUL TO CANDELARIA

LEGEND
ON STREET PARKING
PEDESTRIAN BUFFER ZONE
*Please note: colors are for illustration purposes only, the streets will not be painted.

- No sidewalk improvements
- No modifications to driveways





4th Street Improvements Open House

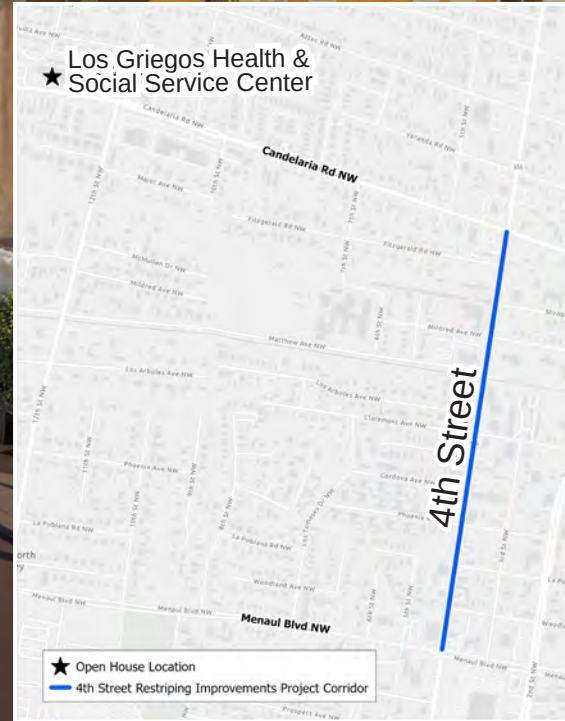
Join us to learn about proposed street improvements
on 4th Street between Menaul and Candelaria!

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municipal
development



Bohannon & Huston



Date

Tuesday
February 17, 2026



Time

5:30-7:00pm - Open House
Stop by anytime!
No formal presentation.



Location

Los Griegos Health & Social Service
Center Multipurpose Room
1231 Candelaria Rd NW,
Albuquerque, NM 87107

Contact Us

fourthstreet@bhinc.com

505-264-0111

Persons with disabilities in need of
special accommodations, please
contact BHI as noted above before
the open house..

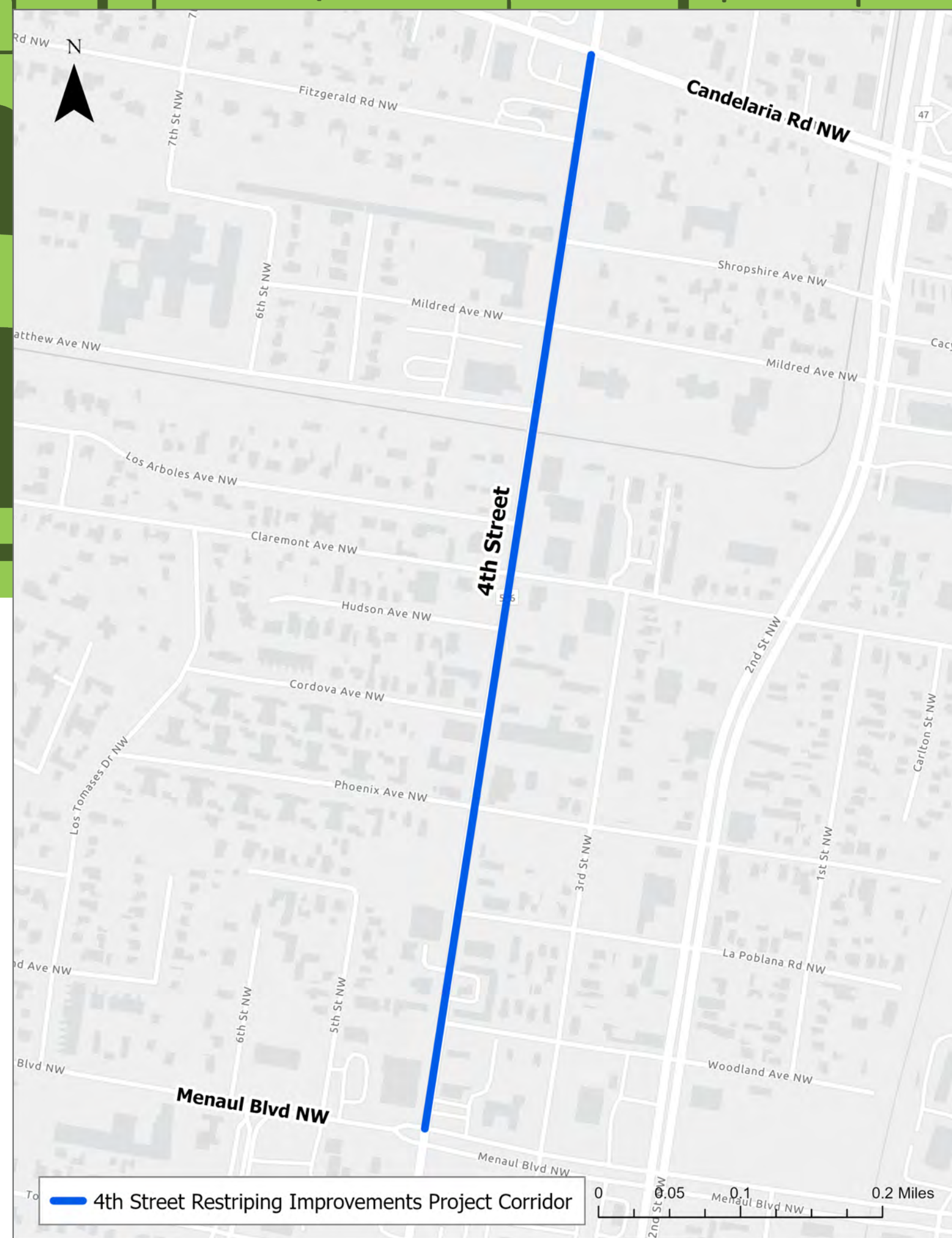
What is Changing on 4th Street?

The proposed restriping plan will help to revitalize 4th St from Menaul to Candelaria to create a safer and more comfortable street for walking and to better support local businesses. The plan will change 4th Street from a four-lane road to a two-lane road with a center turn-lane, on-street parking, pedestrian buffers, and improved crosswalks.



Learn more about the project at:

www.engage.bhinc.com/fourthstreet



Welcome!

4th Street Improvements Open House

The proposed restriping improvements will help to revitalize 4th Street from Menaul to Candelaria to create a safer and more comfortable street for walking and to better support local businesses.

Based on years of effort to redevelop the North Valley, this project is in direct response to requests made by a coalition of neighborhood associations, local businesses, and area residents to enhance the area in support of local businesses.

Project improvements align with current City and area plans:

- North Corridor Metropolitan Redevelopment Area
- Comprehensive Plan/Main Street Corridor
- Complete Streets Ordinance
- Long Range Bikeway System
- Albuquerque Bikeway and Trails Facility Plan
- Integrated Development Ordinance (IDO) / Development Process Manual (DPM)
- New multifamily developments





Features of the Restriping Plan

- Adds a center two-way left turn lane
- Reduces travel lanes from four lanes to two (road diet)
- Adds on-street parking
- Adds buffer area to separate pedestrians from travel lanes
- Improves crosswalks



On-Street Parking



Road Diet with Two-way Center Turn Lane



Walkable Streets





Benefits of the Proposed Improvements



Safety

- A. One lane in each direction creates more predictable, safer, and slower traffic flow
- B. Parked cars make the street feel narrower, which naturally slows drivers
- C. Road diets typically reduce crashes by 19–47%
- D. Lane reduction makes it easier and safer to cross the street mid-block
- E. Buffers and on-street parking create a safer walking experience by adding space between traffic and sidewalks

Business Access

- F. Street parking helps customers reach businesses and supports walkable storefronts
- G. A center turn lane makes turning into businesses safer and easier
- H. Slower speeds make it more likely people will stop and visit shops
- I. A safer, friendlier walking environment helps people visit multiple businesses in one trip







4th Street Improvements Open House

Sign In Sheet - February 17, 2026

NAME	EMAIL	ORGANIZATION/AGENCY
Peggy Gilbert	pcgmac@mac.com	
Tom Menicucci	tmenicucci@caba.gov	Council Services
Joseph Baur	Joseph.Baur@caba.gov	
Tilly Sedilk Roybat	sedilk.tilly@gmail.com	
Cecilia Jane Candelaria	cj.candelaria14@hotmail.com	
MARIT TULLY	marit.tully@gmail.com	NNNA
IAN BERZPALHO	iberzpalho@gmail.com	NNNA 12th + me a committee
Logan Patz		
Richard & Mary Nordhaus	titicasa@gmail.com	NNNA
Dan Maxfield	DMaxField@caba.gov	Caba

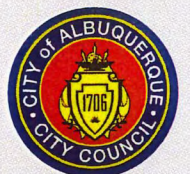


Learn more about the project at:

www.engage.bhinc.com/fourthstreet



Bohannon & Huston





4th Street Improvements Open House

Sign In Sheet - February 17, 2026

NAME	EMAIL	ORGANIZATION/AGENCY
Richard Sandoval	richardsandoval@gmail.com	NNVNA Board
Brian Alonzo	briandonzo@yahoo.com	ST THERESE CHURCH
Sharon A Ahern	S Rosemalone@gmail.com	WA & NNVNA
SUSAN MALONE		
Freddy Luna	freddyfLuna@gmail.com	
Joe Sabatini	jsabatini423@gmail.com	NNVNA Board
Deirdre Garvey	deirdreg1014@outlook.com	resident
Nancy Taylor	nmgal47@aol.com	NNVNA - Board member
Jean Candelaria	jeancandelaria@hotmail.com	
Tracey Jordan	tracyjord@gmail.com	N. Valley Coalition
Martha Becktel	marthbecktel@gmail.com	NNVNA
MARTHA BECKTEL	MARTHA BECKTEL@BETHINC.COM	BTH
Jonathan Siegel		



Learn more about the project at:

www.engage.bhinc.com/fourthstreet



municipal
development

Bohannon & Huston





4th Street Improvements Open House

Sign In Sheet - February 17, 2026

NAME	EMAIL	ORGANIZATION/AGENCY
Jude Miller	judemiller@cabq.gov	CABQ Planning
Carolyn Siegel	CRSiegel@swcp.com	Alvarado Gardens Neigh
Peggy Norton	peggynorton@yahoo.com	North Valley Coalition
Cris Molina	melect@yahoo.com	self



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