

DISTRICT 4 ELECTION

Recall is opening
jab in a bigger fight



Jennifer Dougherty hugs Otto Pippenger as supporters of the measure to recall Supervisor Joel Engardio hear results.

Engardio says
tenure ‘shorter
than expected,’
celebrates park

By Ko Lyn Cheang
and Lucy Hodgman

San Francisco Supervisor Joel Engardio was decisively ousted Tuesday in a new upswell of the recall fervor that’s swept the city over the past few years.

Almost 65% of ballots counted so far favored his removal, with more votes left to tally.

The election is a culmination of a more-than-yearlong saga that began in June 2024 when Engardio, alongside four other supervisors, placed a measure on the November ballot to permanently ban vehicles on a two-mile stretch of the city’s westernmost coastal boulevard between Lincoln Way and Sloat Boulevard, also known as the Upper Great Highway.

Residents who said they relied on the highway to drive around their neighborhood moved to recall Engardio, outraged by what they perceived as a “betrayal.” Engardio has argued throughout the recall campaign that his district should judge him based

Recall continues on A8



Ousted San Francisco District 4 Supervisor Joel Engardio said he should be judged on his entire record, not one disagreement.

MORE COVERAGE: Lurie’s supervisor pick will be consequential. **A8**

Opposition to
zoning plan may be
next up in battle for
‘soul of the Sunset’

By Ko Lyn Cheang
STAFF WRITER

Two weeks ago, Sunset renter Lori Milburn knocked on door after door, armed with bright yellow Recall Engardio posters, to encourage District 4 residents to vote out incumbent San Francisco Supervisor Joel Engardio.

The recall, Milburn said, was not only about the Great Highway; it was also a battle for “the soul of the Sunset, for the city of San Francisco and for the average person.”

When Engardio was ousted in Tuesday’s election, the recall vote closed a tumultuous chapter that cemented the city’s west side, once considered a sleepy suburban-style neighborhood, as a hotbed for grassroots political mobilizing with an anti-establishment bent. The neighborhood has played a key role in kicking out incumbents in five elections since 2022, including two high-profile recall elections in 2022.

The recall passed decisively with almost 65% of voters in favor in early

Sunset continues on A9

Fairfax
project
takes step
forward

State rejects city’s
call for study, OK
by planning board

By J.K. Dineen
STAFF WRITER

A contentious 243-unit apartment building proposed for the outskirts of downtown Fairfax is poised to become reality after the California Department of Housing and Community Development rejected the Marin County town’s argument that the project requires an environmental study and planning commission approval.

In a Sept. 8 letter to developer Mill Creek and its land use attorney Riley Hurd, Fairfax Planning and Building Services Director Jeffrey Beiswenger said the state agency, known as HCD, had rejected the city’s assertion that the project at 95 Broadway was ineligible for “ministerial,” or over-the-counter, approvals.

In the letter, Beiswenger

Fairfax continues on A10

Newsom
renews
mentor
effort

By Joe Garofoli
STAFF WRITER

Gov. Gavin Newsom on Tuesday announced a new piece of his ongoing effort to reach and improve the lives of young men, an endeavor that has taken on new urgency and relevance in the wake of Charlie Kirk’s killing.

Newsom on Tuesday unveiled the California Men’s Service Challenge, a new program that calls on 10,000 men to volunteer as mentors, coaches and tutors to help what Newsom said are “too many young men and boys (who) are suffering in silence.”

Newsom has expressed concern about an “alarming rise in suicides and disconnection among California’s young men and boys.” He has praised Kirk and other conservative provocateurs and podcasters for their ability to

Mentor continues on A10

BART retooling after rush hour meltdowns

By Rachel Swan
STAFF WRITER

Faced with mounting criticism following a recent spate of service disruptions, BART has pledged a series of small fixes, including shifting computer upgrades to weekends.

Officials at the transit agency briefed the board of directors Thursday on two recent incidents, a blown insulator in the Transbay Tube that sent smoke wafting into a train car on Aug. 29, and a network outage on Sept. 5 that halted trains during peak commute hours.

In what’s become a grimly familiar routine, top managers at BART al-

ternately apologized and played defense over breakdowns that put the agency back under a microscope. The August and September incidents follow meltdowns in May that prompted a period of soul-searching. BART, now confronting a deficit that could balloon to \$400 million annually, needs to build public trust in order to pass a regional sales tax next year that will help fund operations.

The agency’s financial predicament seemed to hang over the room as Shane Edwards, assistant general manager of operations, and Sylvia Lamb, assistant general manager of infrastructure, ad-

BART continues on A10



BART officials said they would plan computer upgrades on weekends after the transit agency saw backlash from a rush hour incident following a systemwide outage on Sept. 5 that disrupted the commute.