The Reseda Neighborhood Council requests the Sepulveda Transit Corridor include a stop at Sherman Way.

The San Fernando Valley needs a stop at Sherman Way. Sherman Way is a major corridor of the San Fernando Valley that provides access to several business and multi-family homes.

If you are west of the 405 and north of the G-line in the Reseda/Winnetka/Northridge area, the current options to reach the Sepulveda Transit are painful. Currently, what that looks like is getting to Sherman Way to catch the 162, and doing one of the following:

1. Head east-bound to the G-line and take it all the way to the Sepulveda/G-line stop
2. Take the 162 to Reseda, transfer to the 240, transfer to the G-line, then transfer to the Sepulveda transit.
3. Take the 162 to Van Nuys, transfer to the ESFV rail, then transfer to the Sepulveda transit.

The ESFV rail transition is an insufficient solution because it's just adding another transfer to a human-operated service that runs less frequently and ends sooner than the Sepulveda rail will. This is going to create a demand buildup and put a heavy burden on a stop that was included in the initial design.

But by adding a stop at Sherman Way, you remove 2 transfers and save at least 10 minutes for the entire area. Additionally, it opens up the possibility for creating light rail along Sherman Way, connecting the G-line to the Sepulveda Transit, potentially further to Burbank Airport, and directly opens up the center of the valley (west of the 405) to the rest of the city.

In the DEIR, Alternatives 4 and 5 forecasted daily peak-period boardings to be around 4,009–4,061 people. Granted, those alternatives were on Sepulveda instead of Van Nuys, which would've been more accessible, but we think the numbers along Van Nuys will be similar. Given that Alternative 5's Santa Monica Boulevard stop forecasted 2,419 daily peak boardings, we don't think 4,000 is something we should ignore. While on paper it may look like the 169 could provide a solution along Saticoy, there are a few issues with it: it adds time dipping south to get around the Van Nuys airport and does not have enough stops. Meanwhile, Sherman Way provides access to more housing, business, and jobs.

We are not saying that we need to get rid of the Van Nuys Metrolink stop, because that opens up the Sepulveda Transit to people outside of Los Angeles County, and that is incredibly awesome.

We do understand that having a heavy rail with two stops so close together is uncommon, but we think there's a real justifiable argument for having it here. The only really good alternative to

adding a stop at Sherman Way for that community is extending a rapid transit line into the central-west valley, such as extending the G-line to CSUN.

The goal of the Sepulveda Transit shouldn't be to reduce traffic on the 405, it should be to remove it. And the more transfers we add for that half of the valley, the more likely they are going to say "I'll just drive."

We desperately need a stop at Sherman Way. Please add it.

This request for action was passed in a meeting held in accordance with the Brown Act on November 20, 2026 with a vote of yes, no, abstain, recused, ineligible.