

## = California State Route 209 =

State Route 209 ( SR 209 ) was a state highway in the U.S. state of California , connecting Cabrillo National Monument with the interchange of Interstate 5 ( I @-@ 5 ) and I @-@ 8 in San Diego , passing through the neighborhoods of Point Loma . The majority of the route was along Rosecrans Street ; it also included Cañon Street and Catalina Boulevard leading to the tip of Point Loma .

The Rosecrans Street portion of SR 209 corresponded to the original routing of the historic La Playa Trail . Rosecrans Street was paved in the late 1900s through the community of Roseville , and was added to the state highway system in 1933 as Route 12 . SR 209 was designated in the 1964 state highway renumbering , and a full interchange with I @-@ 5 and I @-@ 8 was completed in 1969 . The designation was removed from the state highway system in 2003 and responsibility for the road was transferred to the city of San Diego .

## = = Route description = =

The route began at a turnaround next to the Old Point Loma Lighthouse in the Cabrillo National Monument , near the southern tip of Point Loma . Heading north along the crest of the Point Loma peninsula , it passed through Fort Rosecrans Military Reservation and Fort Rosecrans National Cemetery before exiting the former through a gate and entering the Wooded Area neighborhood of Point Loma as Catalina Boulevard . SR 209 passed through this residential neighborhood and provided access to Point Loma Nazarene University . The SR 209 designation then made a right turn onto Cañon Street , curved to the southeast , and went downhill to the bayside location of the old La Playa Trail . At the intersection with Rosecrans Street , the designation made a turn to the northeast at a right angle onto Rosecrans .

As it continued northeast through the Roseville and Loma Portal neighborhoods , SR 209 intersected both Harbor Boulevard and Nimitz Boulevard before passing along the northwestern edge of the Naval Training Center San Diego ( now closed and redeveloped as Liberty Station ) and providing access to the Marine Corps Recruit Depot San Diego at Barnett Street . SR 209 continued from Midway Drive northeast to the intersection of Sports Arena Boulevard and Camino del Rio West , where the highway continued north onto the latter , terminating at the ramps leading into the interchange with I @-@ 5 and I @-@ 8 .

In 1996 , SR 209 had an annual average daily traffic ( AADT ) of 2 @,@ 600 at the southern end in Cabrillo National Monument , and 61 @,@ 000 at the northern end at the I @-@ 5 / I @-@ 8 junction , the latter of which was the highest AADT for the highway .

## = = History = =

The Rosecrans Street portion of the highway followed the route of the historic La Playa Trail , the oldest European trail on the west coast , which connected the Spanish settlements in Old Town and Mission San Diego de Alcalá with the ship loading and unloading area at La Playa .

In February 1907 , a petition to construct a railway line along Rosecrans Street from 38th Street to MacAuley Street was introduced to the San Diego City Council . By July , work was to begin on grading Rosecrans Street through what was known as the city of Roseville in preparation for construction of the Point Loma Electric Railway line . The work was briefly disrupted due to a labor dispute , but by June 1908 , two miles ( 3 @.@ 2 km ) of the 2 @.@ 5 miles ( 4 @.@ 0 km ) had been paved . By March 1909 , railroad tracks were being placed along Rosecrans Street . The city assumed maintenance of the road on May 1 , after it had been paved from Tide Street to Ocean Beach . Private citizens paid for over \$ 100 @,@ 000 of the costs , and the city was to pay for \$ 12 @,@ 000 , according to an agreement made in 1904 . However , by December the bill had not been paid by the city due to a lack of funds , and the construction company filed a claim ; on December 29 , the city agreed to pay \$ 12 @,@ 000 , using funds from the water department .

The termination of the Point Loma streetcar line was considered in 1923 , but the San Diego Electric Railway decided to keep it running after residents opposed the idea of using buses instead .

However , by 1946 , bus lines were in place on Rosecrans Street , and a petition for increased bus service to Point Loma was given to the city in October 1947 .

The new divided highway known as Rosecrans Boulevard from Lytton Street to Canon Street was dedicated on June 5 , 1940 , and was a part of the state highway system extending to Cabrillo National Monument , which served as the western end of Legislative Route 12 . Before this project , it was a two @-@ lane road that had issues such as traffic congestion and flooding . A monument marking La Playa Trail at Avenida de Portugal and Rosecrans Street that had been installed in 1934 was removed by the construction in the 1940s ; however , a replacement was installed in 2010 . Another of the six monuments was moved out of the median near the Midway Drive intersection to a commercial area that same year . During the 1950s , the route from Lytton Street and Rosecrans Street to Pacific Highway was considered a part of US 80 .

SR 209 was designated in the 1964 state highway renumbering . Plans for an interchange between I @-@ 5 , I @-@ 8 , SR 209 , and SR 109 date from 1965 , although several concerns had to be taken into account , including the preservation of historical Old Town and keeping traffic through the area moving during construction . The goal was to begin construction in 1966 , and complete the interchange in 1969 . There were concerns about a \$ 3 billion shortfall in funding during May 1966 , which caused the San Diego Chamber of Commerce Highway Committee to recommend the completion of SR 109 as a project .

Construction had begun on September 22 , 1966 , and the interchange was to replace the intersection of Pacific Highway and Rosecrans Street . The cost of the interchange was projected to be \$ 10 @. @ 86 million . The eight @-@ lane freeway was projected to relieve traffic in the Frontier Street area coming from the San Diego Sports Arena . Completion of both the interchange and SR 109 was planned for early 1969 . The ramp from south I @-@ 5 to Camino del Rio opened in February 1968 , with the remainder of the project to be completed in summer 1969 . The entire project was completed in September , with the road scheduled to open in October ; just a few months before , the routing of SR 209 had been determined . The routing of SR 109 was officially added to I @-@ 8 in 1972 .

In 1971 , there was a state proposal to remove SR 209 from the state highway system , which the City of San Diego objected to . However , SR 209 was deleted from the system in 2003 , and had been given to the City of San Diego in 2001 .

= = Major intersections = =

Except where prefixed with a letter , postmiles were measured on the road as it was in 1964 , based on the alignment that existed at the time , and do not necessarily reflect current mileage . R reflects a realignment in the route since then , M indicates a second realignment , L refers an overlap due to a correction or change , and T indicates postmiles classified as temporary ( for a full list of prefixes , see the list of postmile definitions ) . Segments that remain unconstructed or have been relinquished to local control may be omitted . The entire route was in San Diego , San Diego County .