



CITY BOUNDARY	—
C1-P1	—
C1-P2	- - -
C2-P2	- - -
C2-P3	· · ·
C3-P2	- - -
C3-P3	· · ·
NON-CITY STREETS	—

Vehicular Street Classes	
C1	Often known as "arterials" or "major" roads. These are the primary means by which to cross, enter, or exit the City, and provide access to the longest uninterrupted distances. These roads connect the various high-traffic nodes within Cambridge, provide the highest level of mobility to neighboring cities and towns, and often coincide with MBTA bus routes. Unlike typical "arterials" or "major" roads, however, these streets do not typically have relatively high vehicular speeds.
C2	This intermediate level of "collector"-type roads are used for through traffic between neighborhoods. These roads also funnel local traffic onto C1 streets and, in some cases, comprise a street grid allowing traffic circulation throughout a densely traveled neighborhood.
C3	These "local" roads serve primarily for direct access to adjacent properties. These streets typically span short distances (one to six blocks), with limited or inefficient access to other streets, and feature the lowest vehicular speeds and density.

Pedestrian Street Classes	
P1	Areas of particularly high pedestrian activity existing solely along the main circulatory spine of the City, i.e. Massachusetts Avenue and associated areas of Harvard Square.
P2	Areas of medium pedestrian activity comprising the vast majority of streets throughout Cambridge.
P3	Areas of low pedestrian activity such as primarily industrial areas, suburban-style exclusively residential neighborhoods, and short dead-end streets with no access to parks or neighboring retail areas.