



Town of Oxford Inclusive Health Coalition **FOOD ACCESS STUDY**

Prepared By:
Central Massachusetts Regional
Planning Commission

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Town of
OXFORD
MASSACHUSETTS



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Introduction

Background

The Town of Oxford Inclusive Health Coalition (IHC) is a coalition of stakeholders charged with identifying and addressing gaps in access and inclusion within the community. The Coalition seeks to implement evidence-based solutions to improve access to services and basic needs for vulnerable community members. The Coalition contacted the Central Massachusetts Regional Planning Commission (CMRPC) to assess barriers to food access for vulnerable residents within Oxford. The purpose of the study is to assess overall mobility to and from food resources for older adults and persons with disabilities as well as provide recommendations for improvement.

What is Food Access?

Food access describes an individual's ability to obtain healthy, affordable, and cultural appropriate foods. Food access can be impacted by a variety of social economic factors such as income, location, transportation, and availability of grocery stores or other food sources. Even with a variety of food sources available, communities can also face public health risks where there is a specific lack of fresh produce and other healthy food options. Many communities are forced to rely on convenience stores such as gas stations and corner stores as their primary food resource. However, these convenience stores tend to carry highly processed foods and snacks and are not equipped to provide many household staples or healthy food options like fresh produce. Poor food access can exacerbate overall food insecurity within a community, which can lead to poor nutrition and increased risk of chronic diseases.

Data Collection

The study relied on both quantitative and qualitative methods to identify gaps and provide recommendations. The study considered older adults and persons with disabilities as well as other vulnerable communities in Oxford and their unique experiences accessing food. Food resources and other essential destinations in Oxford were mapped to understand travel patterns. In addition, existing transportation conditions of various modes, including fixed route and on-demand transit options were also analyzed. CMRPC also conducted interviews with crucial partners serving the focus population. Finally, the data was analyzed to determine gaps and recommendations for improvements.

Demographics

Regional Environmental Justice Populations (REJ+)

Regional Environmental Justice populations are used to identify particularly vulnerable communities. This data is used to identify populations that are most impacted by changes in transportation systems.

Regional Environmental Justice (REJ) represents the following populations:

- Low Income
- Minority
- Limited English Proficiency

Regional Environmental Justice plus (REJ+) populations include the previous criteria and also include specific transportation justice populations.

- Zero-Vehicle Households
- Disability
- Older Adults

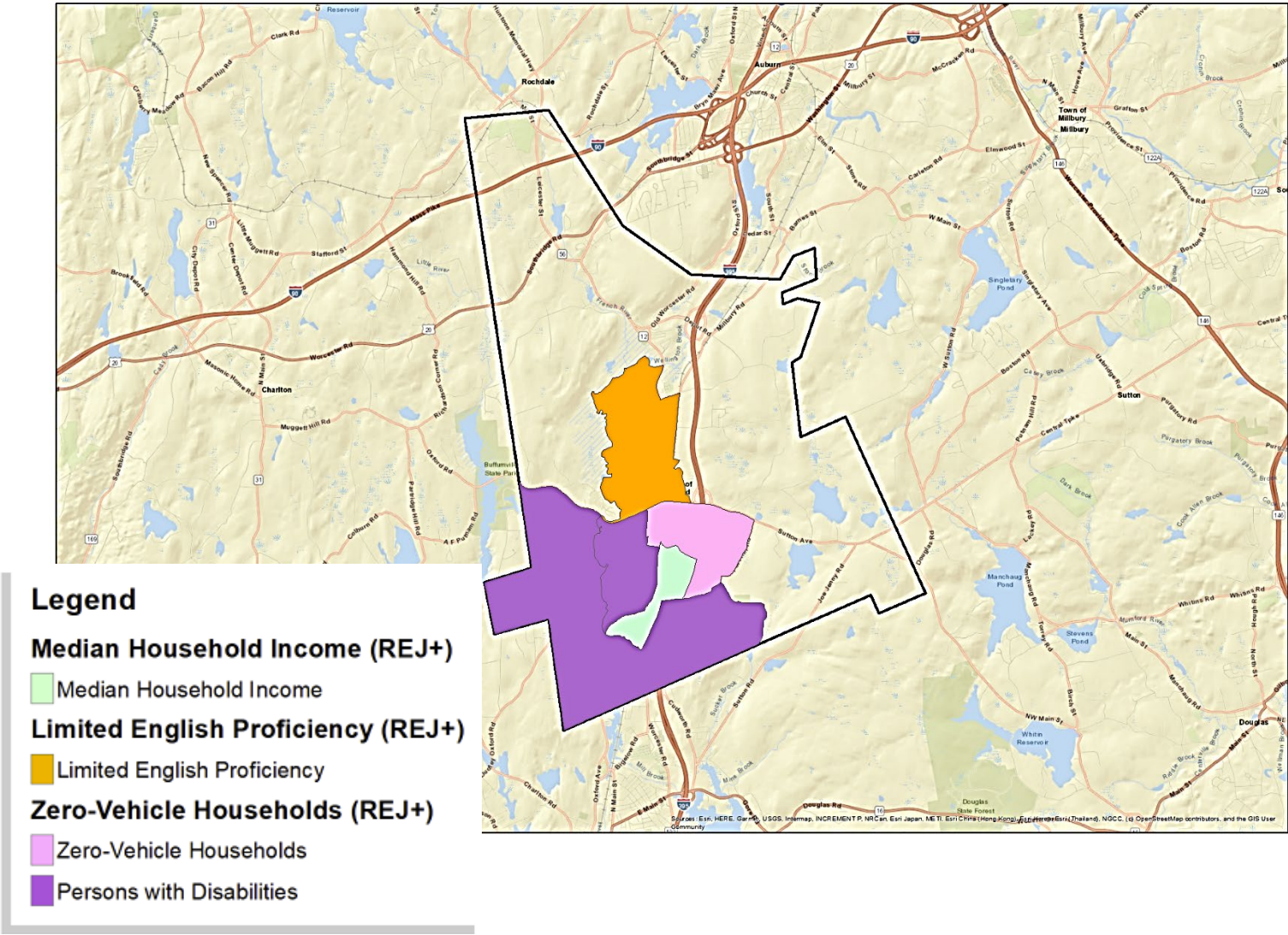
Figure 1: Regional Environmental Justice+ Criteria

Criteria	Definition
Median Household Income	Annual median household income \leq MPO 25th percentile
Minority	Percent of individuals that identify as Hispanic or Latino; Black or African American; American Indian or Alaska Native; Asian; Native Hawaiian or Other Pacific Islander; Some other race; or Two or more races and do not identify as White alone \geq MPO 75th percentile
Limited English Proficiency	Percent of households with limited English-speaking members \geq MPO 75th percentile
Zero-Vehicle Households	Percent of households without an available vehicle \geq MPO 75th percentile
Disability	Percent of households with one or more persons with a disability \geq MPO 75th percentile
Older Adults	Percent of individuals aged 65 or older \geq MPO 75th percentile

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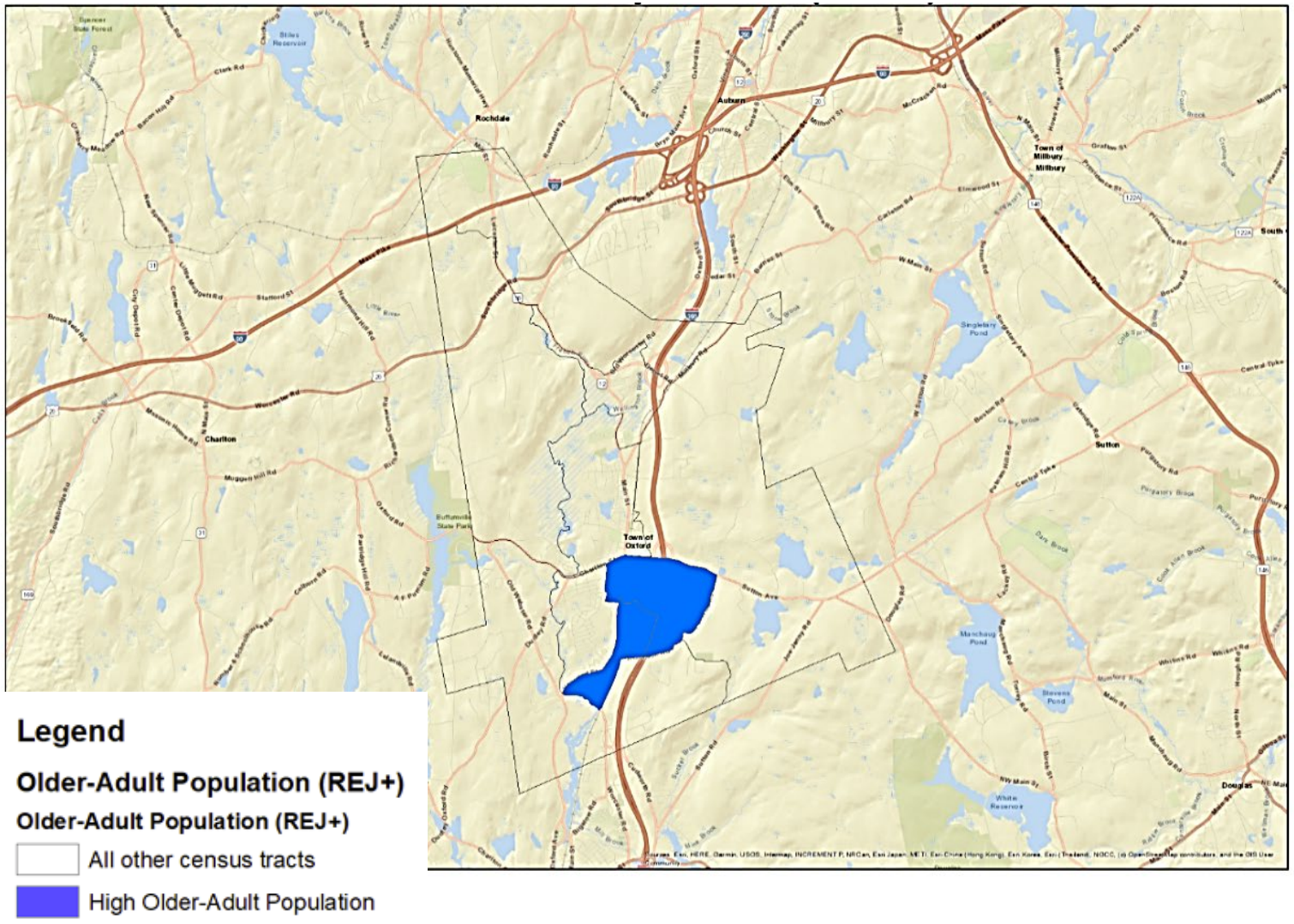
¹ Figure 1: Regional Environmental Justice+ Criteria Source MassDOT

Figure 2: Regional Environmental Justice Population (REJ+)



² Figure 2: Regional Environmental Justice Population (REJ+) Source MassDOT

Figure 3: Older-Adult Population (REJ+)



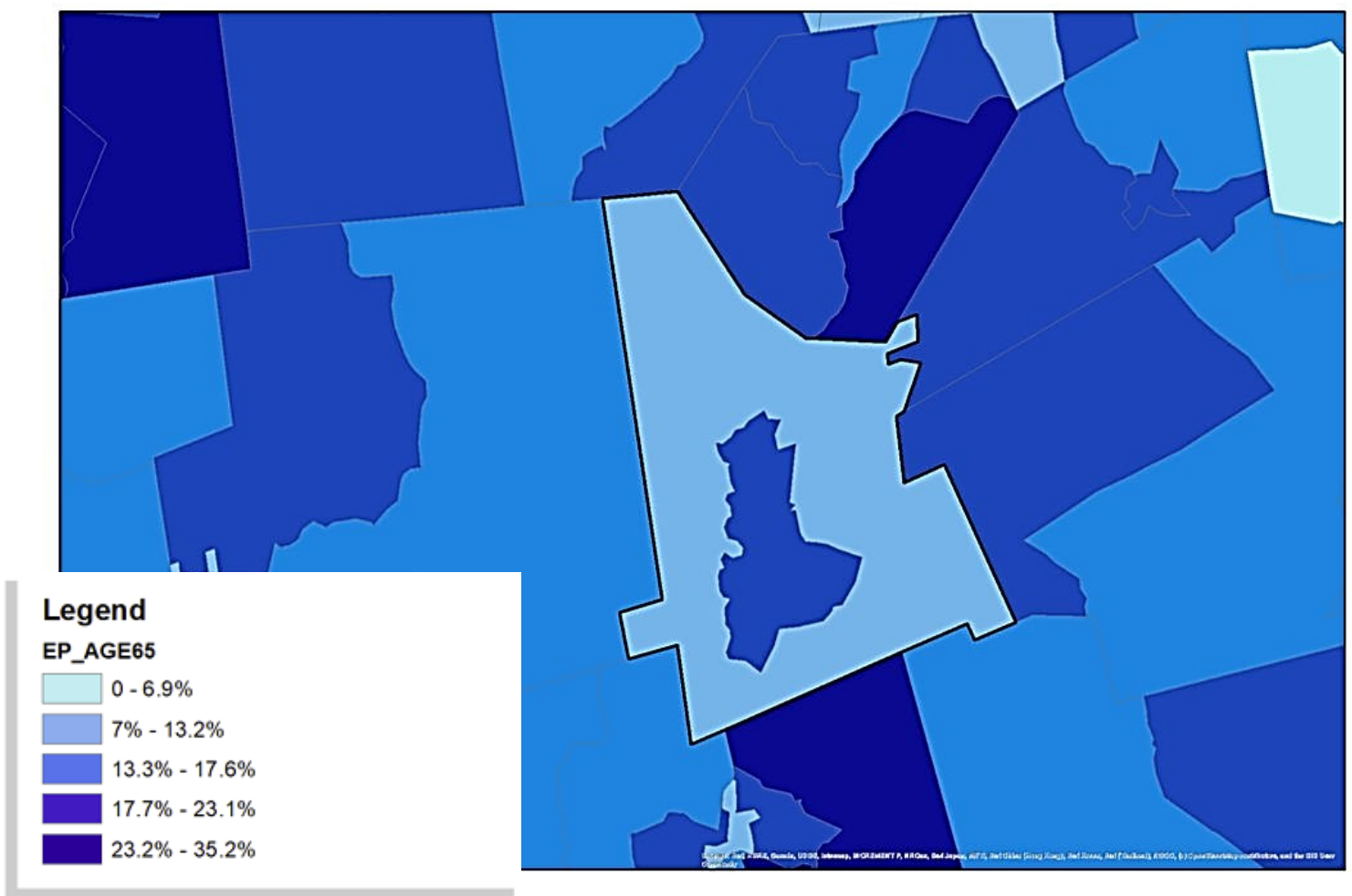
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³ Figure 3: Older-Adult Population (REJ+) Source MassDOT

Older-Adult Population

For the purposes of this study, older adults were defined as residents over the age of 65. Older adults face unique transportation challenges in our region. Transportation needs for older adults are especially important to consider as population projections expect older adults to exceed 30% of the population in central Massachusetts by 2040. Older adults represent 13.9% of the population in Census Tract 7531 and 21.8% of the population in Census Tract 7532.

Figure 4: Older-Adult Population



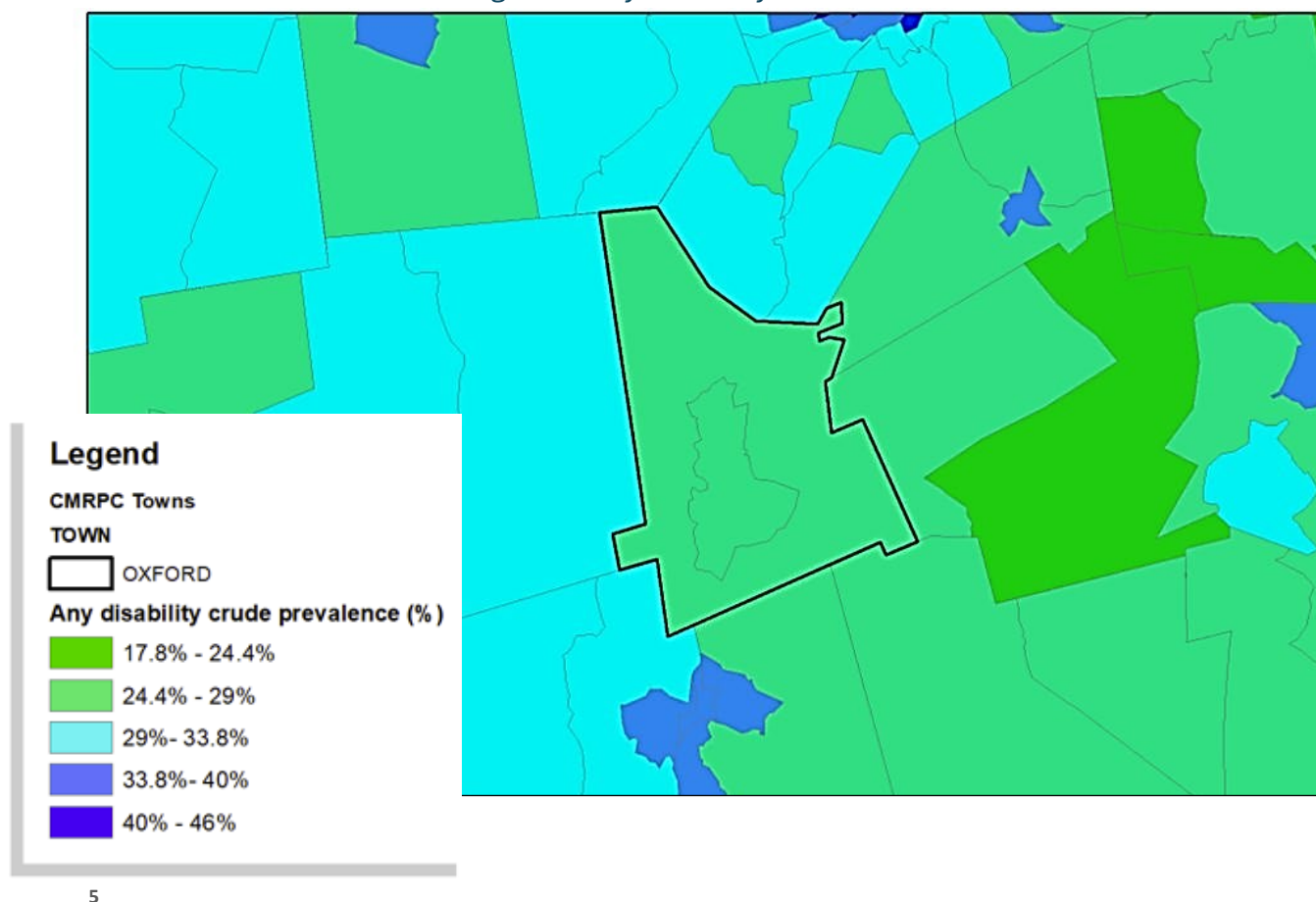
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⁴ Figure 4 Older-Adult Population Source CDC PLACES 2024

Persons with Disabilities

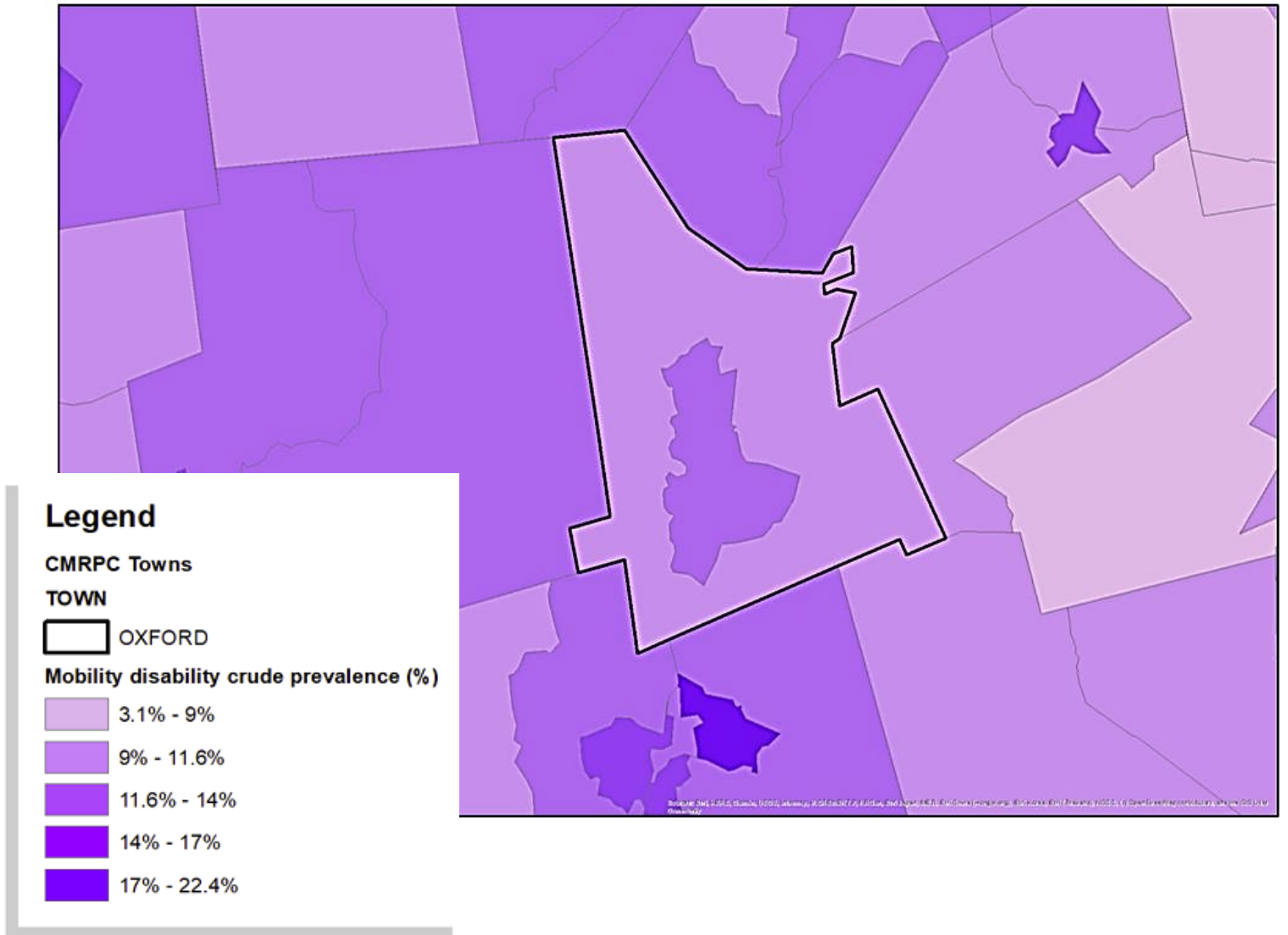
This study considered various types of disabilities, both physical and cognitive, including hearing, vision, cognition, mobility, self-care, and independent living. These individuals have self-identified as living with any of the previously listed disabilities. 29% of the population in Census tract 7531 and 28.5% of the population in Census Tract 7532 reported living with one or more types of disability. Mobility disability represents those who self-identified as having difficulties with mobility or needing some form of mobility assistance (walker, cane, wheelchair, etc.). Persons living with a mobility disability represent 11.5% of the population in Census tract 7531 and 11.9% of the population in Census Tract 7532.

Figure 5: Any Disability Prevalence



⁵ Figure 5 Any Disability Prevalence Source CDC PLACES 2024

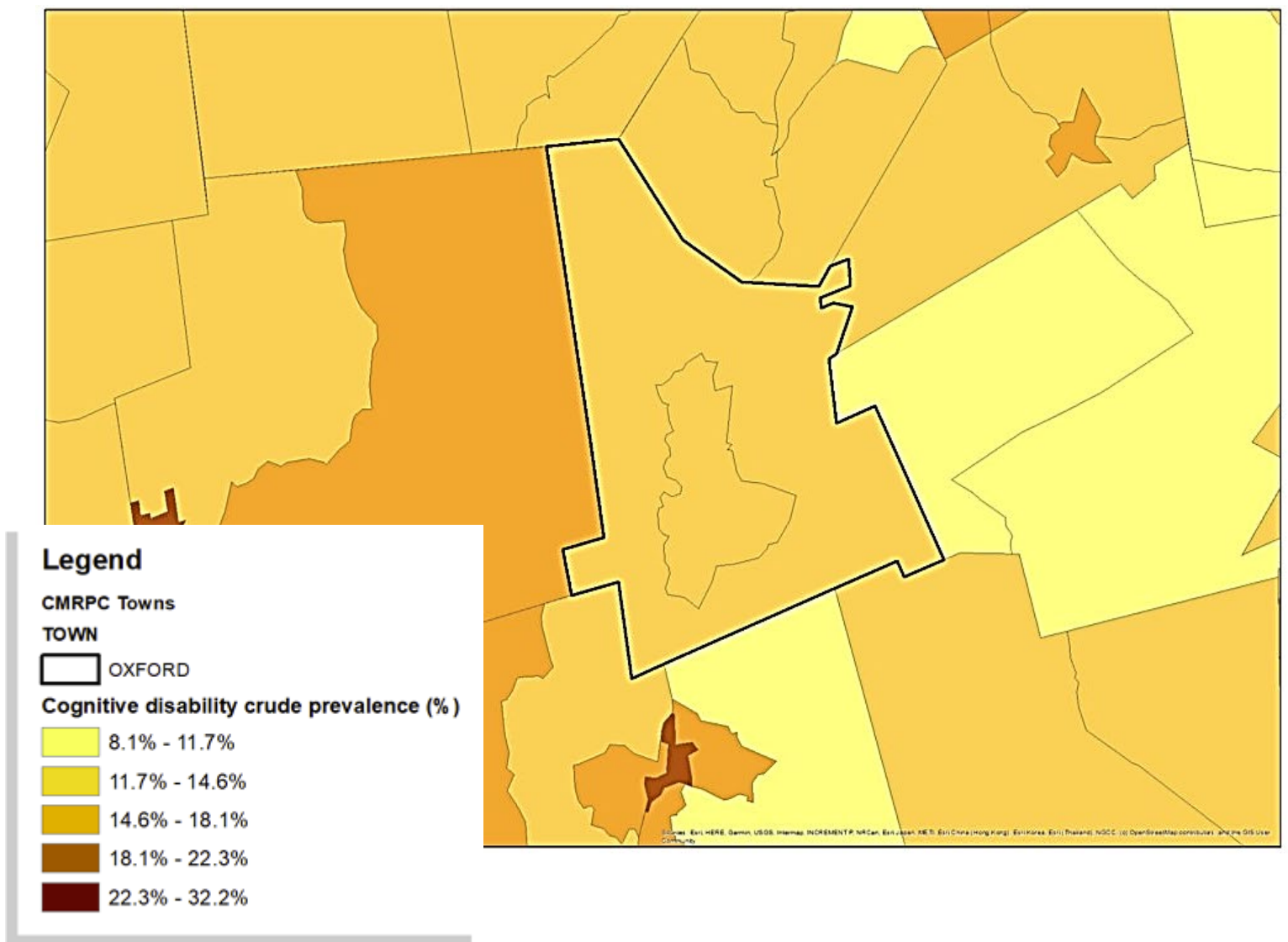
Figure 6: Mobility Disability Prevalence



⁶ Figure 6 Mobility Disability Prevalence Source CDC PLACES 2024

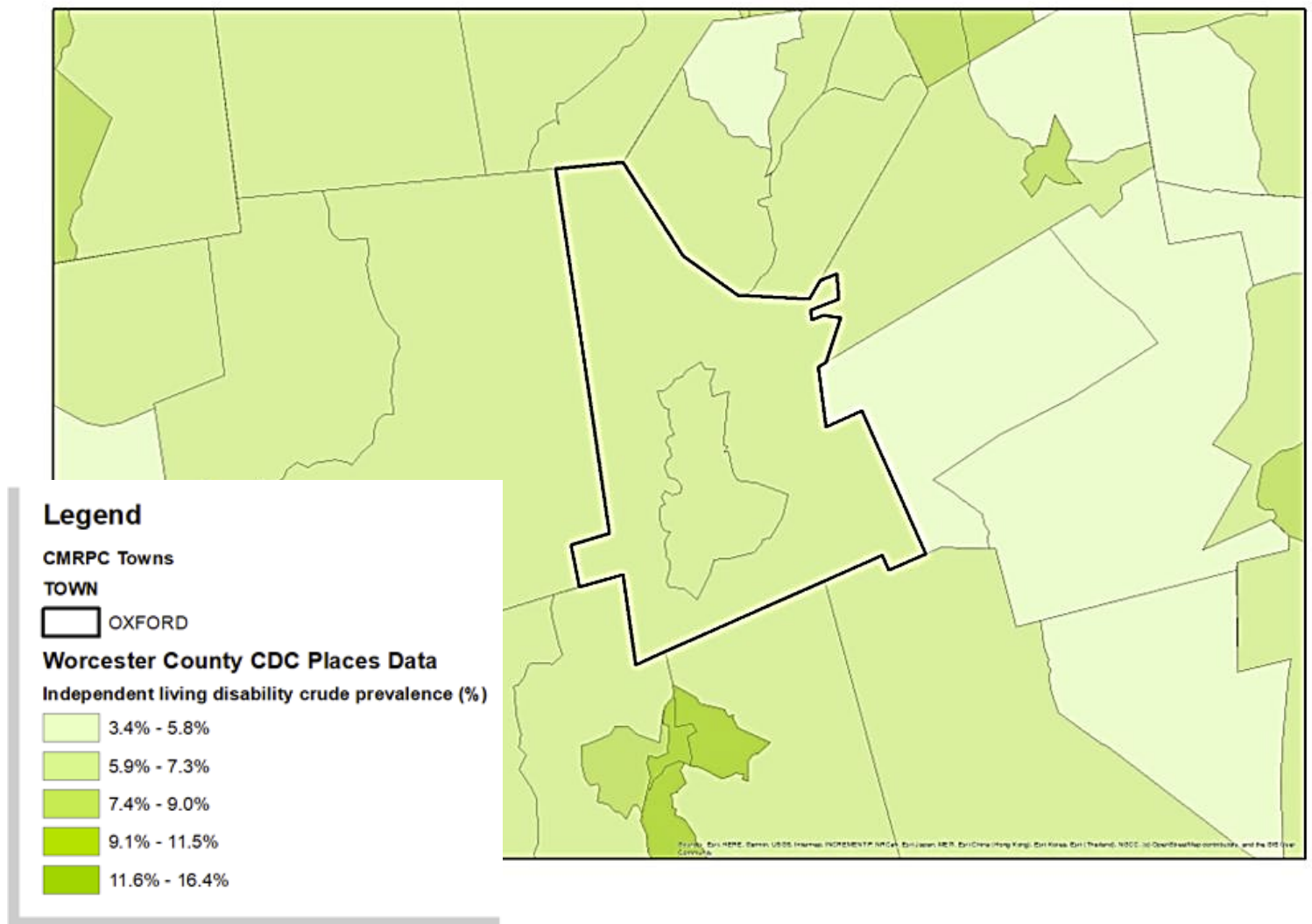
Persons living with a form of cognitive disability represent 13.9% of the population in Census tract 7531 and 12.7% of the population in Census Tract 7532. Independent living disabilities represent individuals who identified with needing assistance completing common errands such as grocery shopping or doctor's visits. This group represents 6.6% of the population in Census tract 7531 and 6.4% of the population in Census Tract 7532.

Figure 7: Cognitive Disability Prevalence



⁷ Figure 7: Cognitive Disability Prevalence Source CDC PLACES 2024

Figure 8: Independent Living Disability

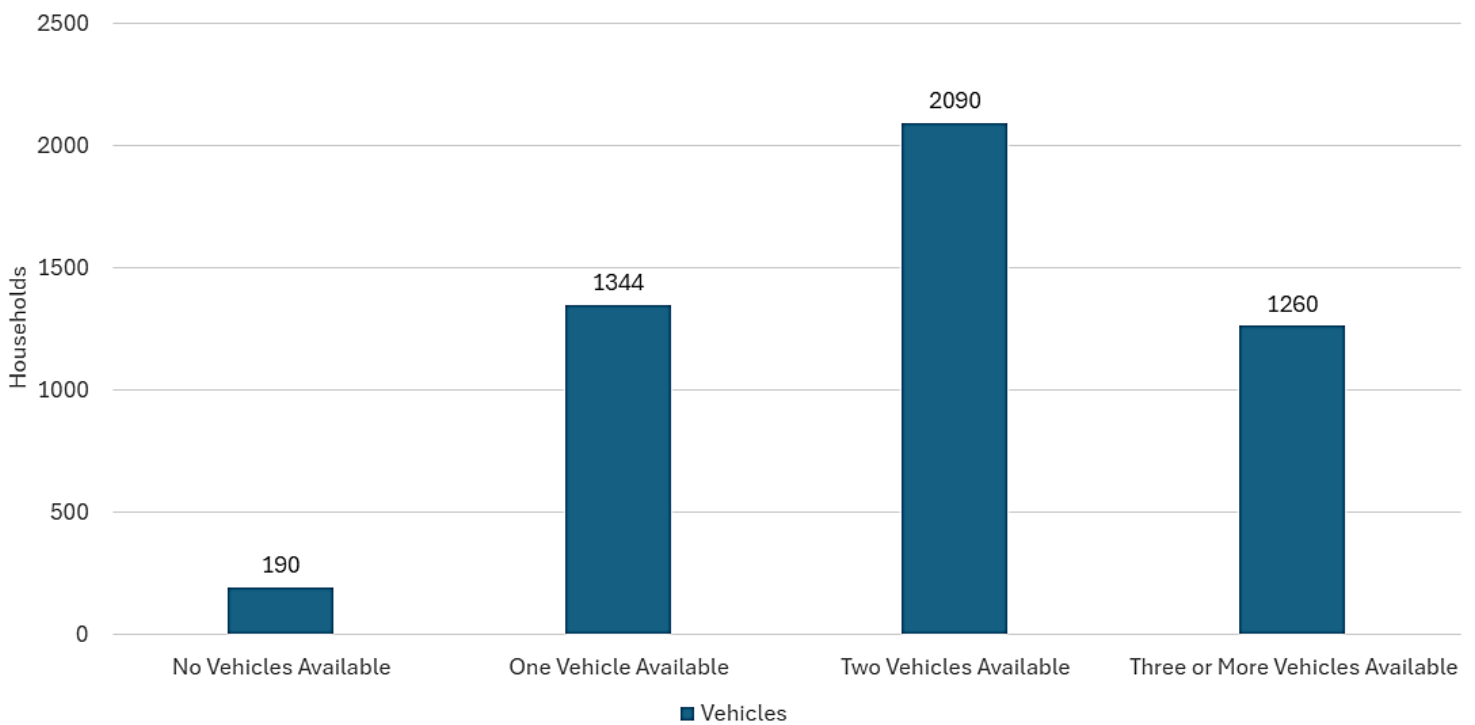


⁸ Figure 8: Independent Living Disability Source CDC PLACES 2024

Vehicles per Household

Zero Vehicle Households are particularly impacted by limited transportation options. The majority of households in Oxford do have adequate vehicle access. 42.8% of the households surveyed reported having access to two vehicles. In contrast, 190 households reported having no private vehicle.

Figure 9: Vehicles Per Household



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⁹ Figure 9: Vehicles Per Household Source CMRPC Community Snapshot

Food Access Data

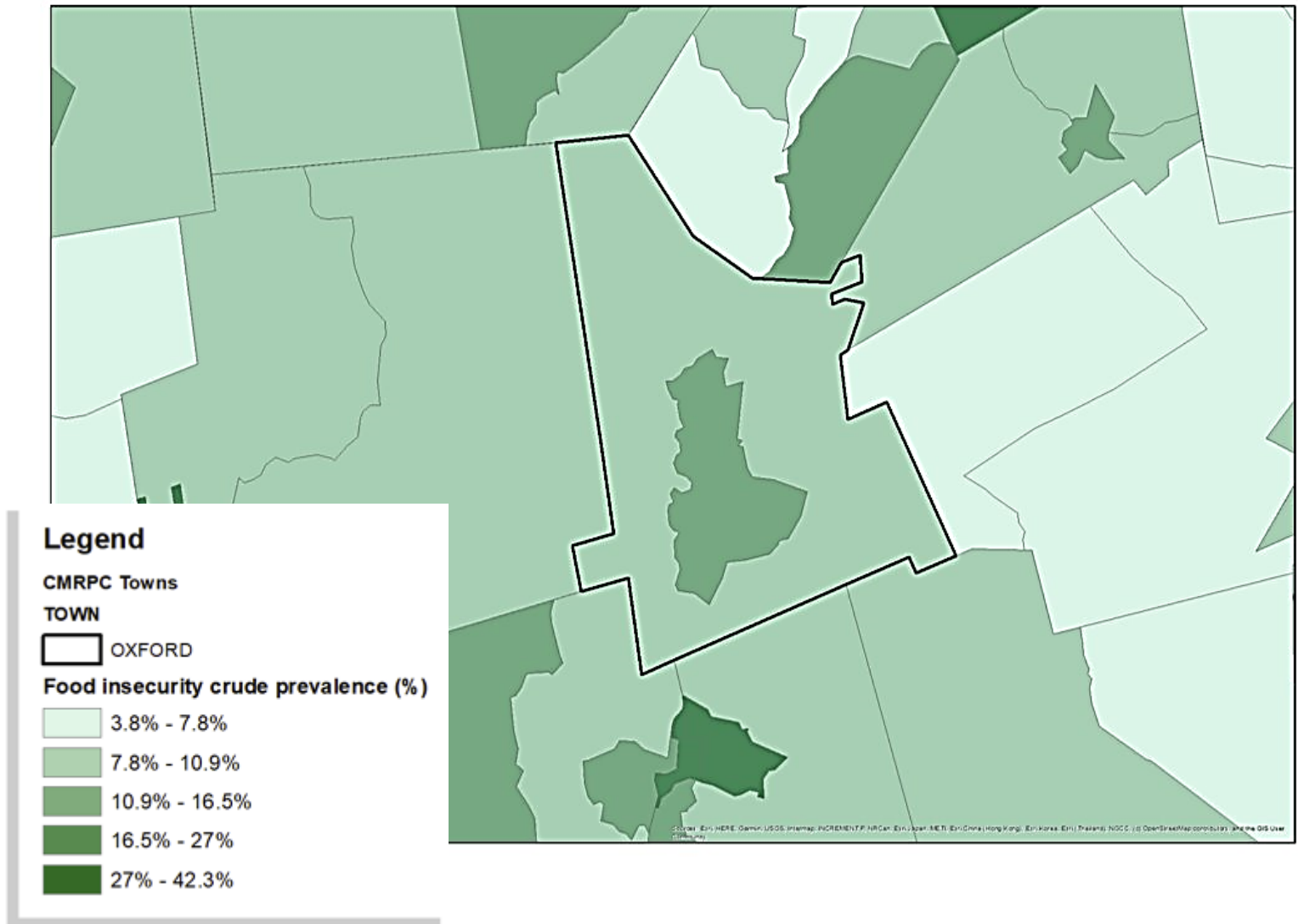
9.7% of Oxford residents reported that they are experiencing food insecurity and lack reliable and sufficient access to food.¹⁰ Individuals experiencing food insecurity represent 8.1% of the population in Census tract 7531 and 11.5% of the population in Census Tract 7532. The Town of Oxford has 20 local food resources of varying types including grocery stores, convenience stores, and local farms. The two supermarkets in town include Walmart in North Oxford and Market Basket near the downtown area. The Town of Oxford also operated its first farmer's market during the summer of 2024 in Oxford center and is now preparing for the summer 2025 season.

55% of the identified food resources were categorized as convenience stores. Convenience stores include locations that carry a limited amount of food items along with other products. Examples include gas stations, corner stores, and pharmacies. Convenience stores also notably do not carry fresh produce. When convenience stores become the primary source of foods, residents are left with little to no nearby healthy foods options, impacting overall community health.

Residents who are food insecurity often rely on safety-net programs. The Supplemental Nutrition Assistance Program (SNAP) provides assistance with food purchases at grocery stores and supermarkets. The Health Incentives Program (HIP) supplements purchases made at farmers' markets and farm stands, providing additional assistance when buying fresh produce. Although there are currently no HIP vendors within Oxford, 16 of the 21 identified food resources do accept SNAP benefits.

¹⁰ Source CDC Places Data 2024

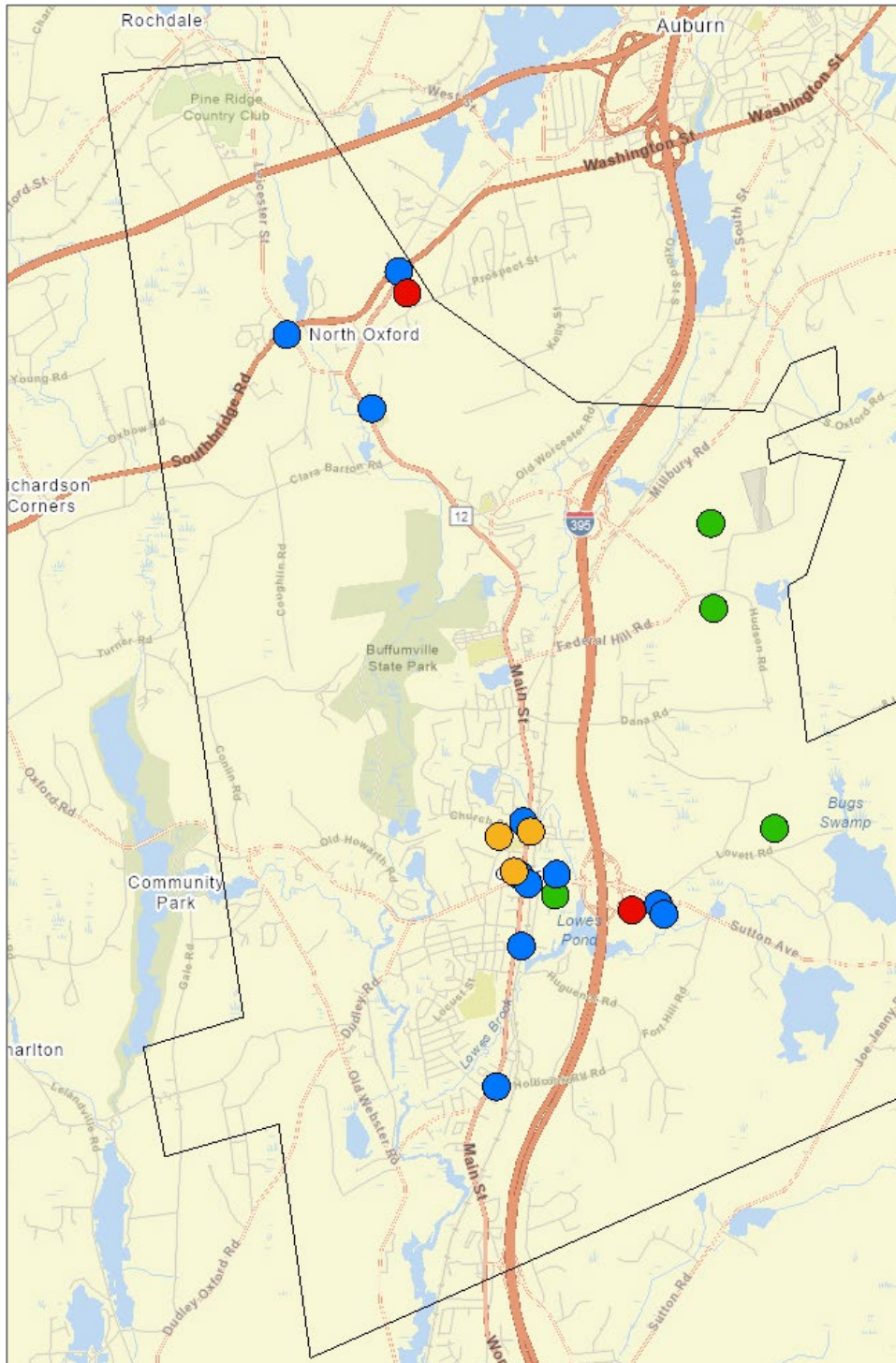
Figure 10: Food Insecurity Prevalence



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¹¹ Figure 10: Food Insecurity Prevalence Source CDC PLACES 2024

Figure 11: Food Resources



Non-profits and Emergency Food

- Oxford Food Shelf (4 Maple Rd)
- Oxford Senior Center (323 Main St)
- Oxford Farmer's Market (350 Main St)

Supermarkets

- WalMart (742 Main St)
- Market Basket (95 Sutton Ave)

Local Farms

- Winsky Farm (45 Lovett Rd)
- Oxford Farms (103 Federal Hill Rd)
- Herbert's Honey (12 Lind St)
- Crown & Roots Farm (126 Federal Hill Rd)

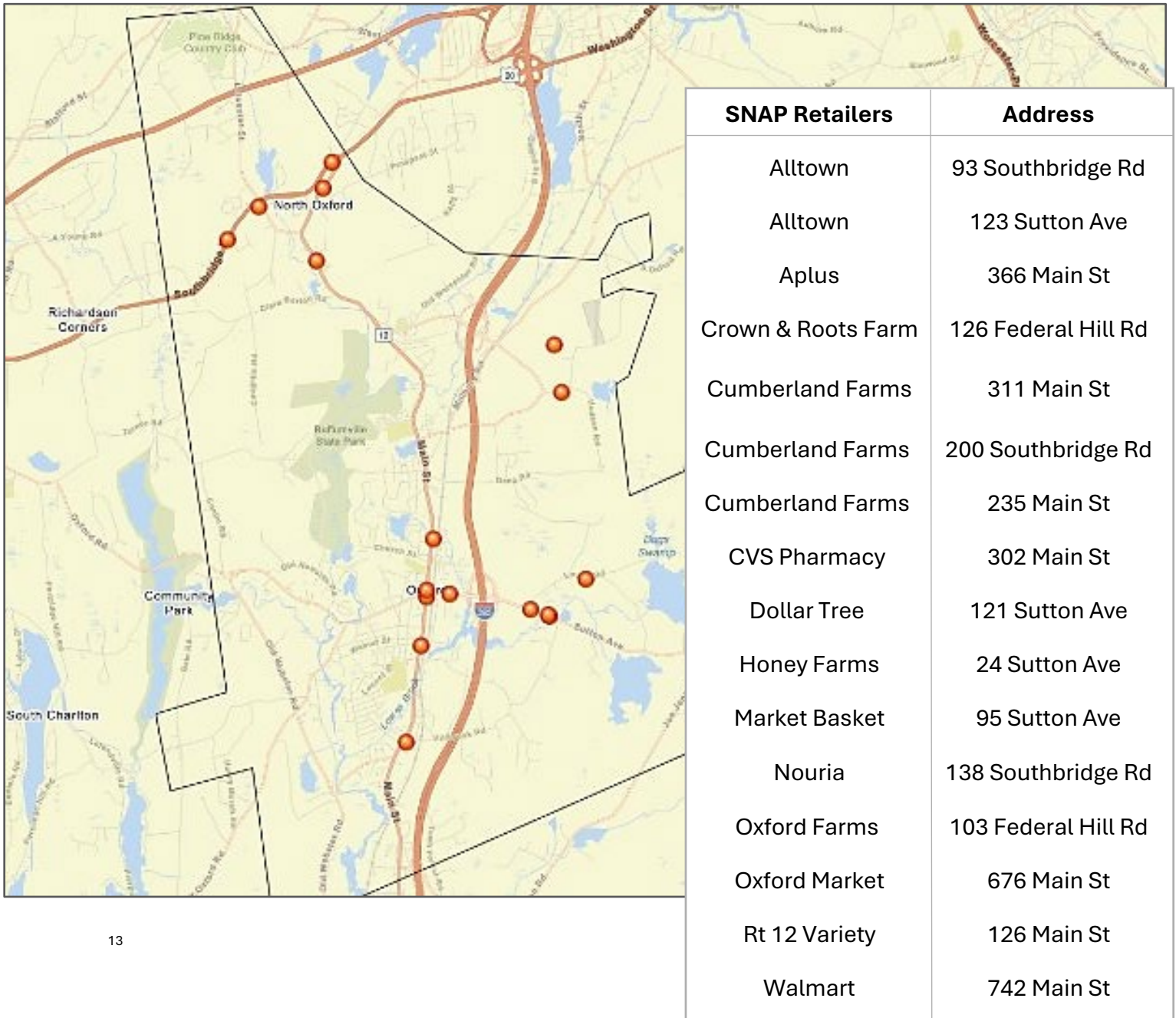
Convenience Stores

- Dollar Store (101-121 Sutton Ave)
- Alltown (123 Sutton Ave)
- Rt. 12 Variety (126 Main St)
- Nouria (138 Southbridge Rd)
- Cumberland Farms (200 Southbridge Rd)
- Cumberland Farms (235 Main St)
- Honey Farms (24 Sutton Ave)
- CVS Pharmacy (302 Main St)
- Cumberland Farms (313 Main St)
- Aplus (366 Main St)
- Oxford Market (676 Main St)
- Alltown (93 Southbridge St)

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¹² Figure 11: Food Resources Source Massachusetts Executive Office of Energy and Environmental Affairs Guides for Equitable and Actionable Resilience (GEAR)

Figure 12: SNAP Retailers



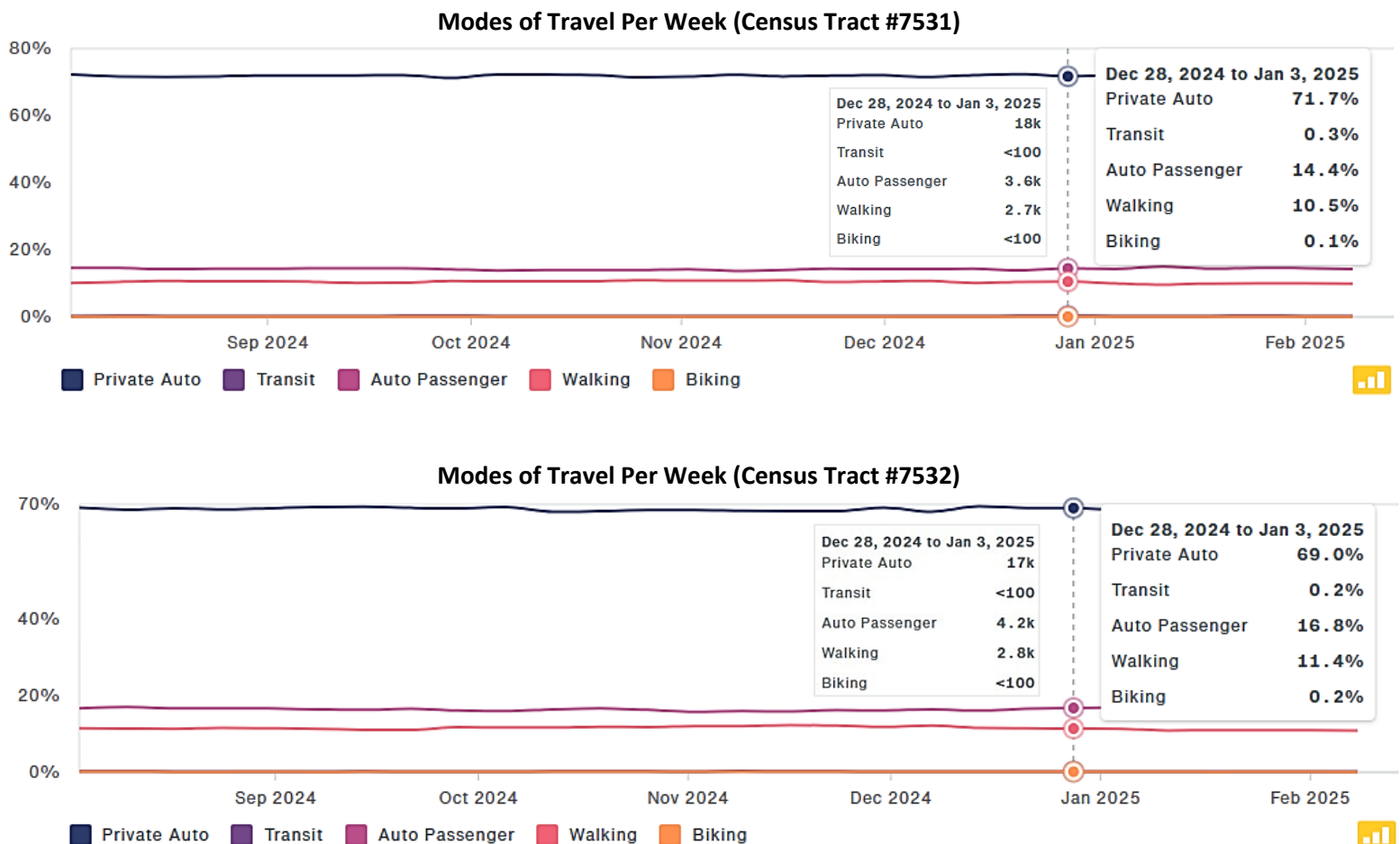
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¹³ Figure 12: SNAP Retailers Source USDA

Transportation Conditions

Trip volumes per week beginning in Oxford overwhelmingly consist of private vehicle trips for both census tracts. This is followed by “Auto-Passenger” trips, which represent carpools and even friends and family sharing the same vehicle. Twenty percent of trips in Census 7531 and 25% of trips in Census 7532 are auto-passenger trips. Transit and biking make up less than 100 of the total trips per week. Rideshare trips (Uber, Lyft) increased in Oxford by 173% from 2017 to 2019. In 2019, 11,518 rideshare trips originated in the town of Oxford while 11,676 trips ended in Oxford.

Figure 13: Modes of Travel per Week



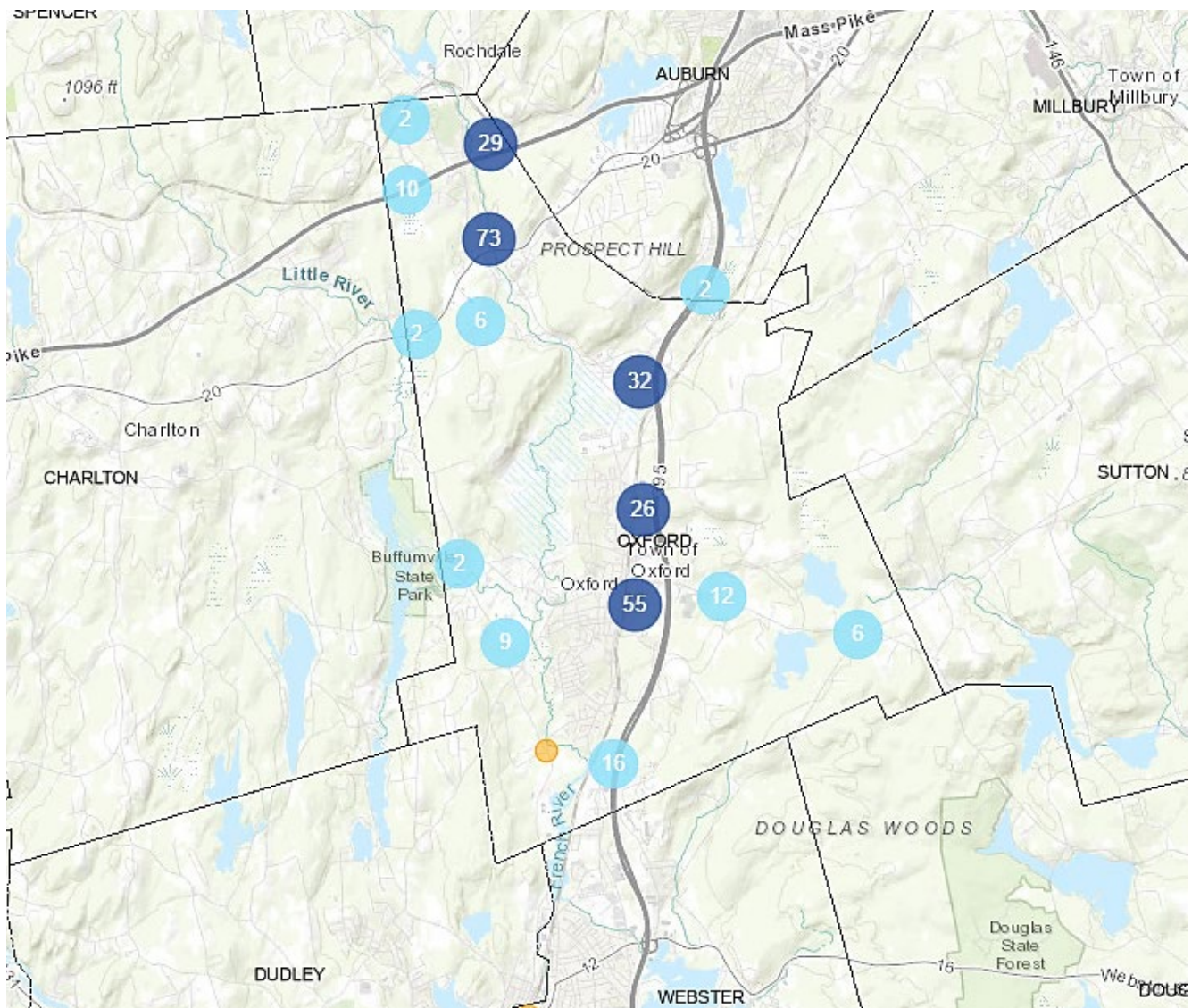
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¹⁴ Figure 13: Modes of Travel per Week Source Replica

Motor Vehicle Crashes

Below are all motor vehicle crashes within the town of Oxford in 2024. The majority of crashes occurred along Route 20 in North Oxford followed by a cluster of crashes located on Sutton Avenue and Main Street. Three of the crashes included vulnerable road users (two pedestrians and one bicyclist) and all resulted in non-fatal injuries. 73% of motor vehicle crashes occurred during daylight or dusk conditions.

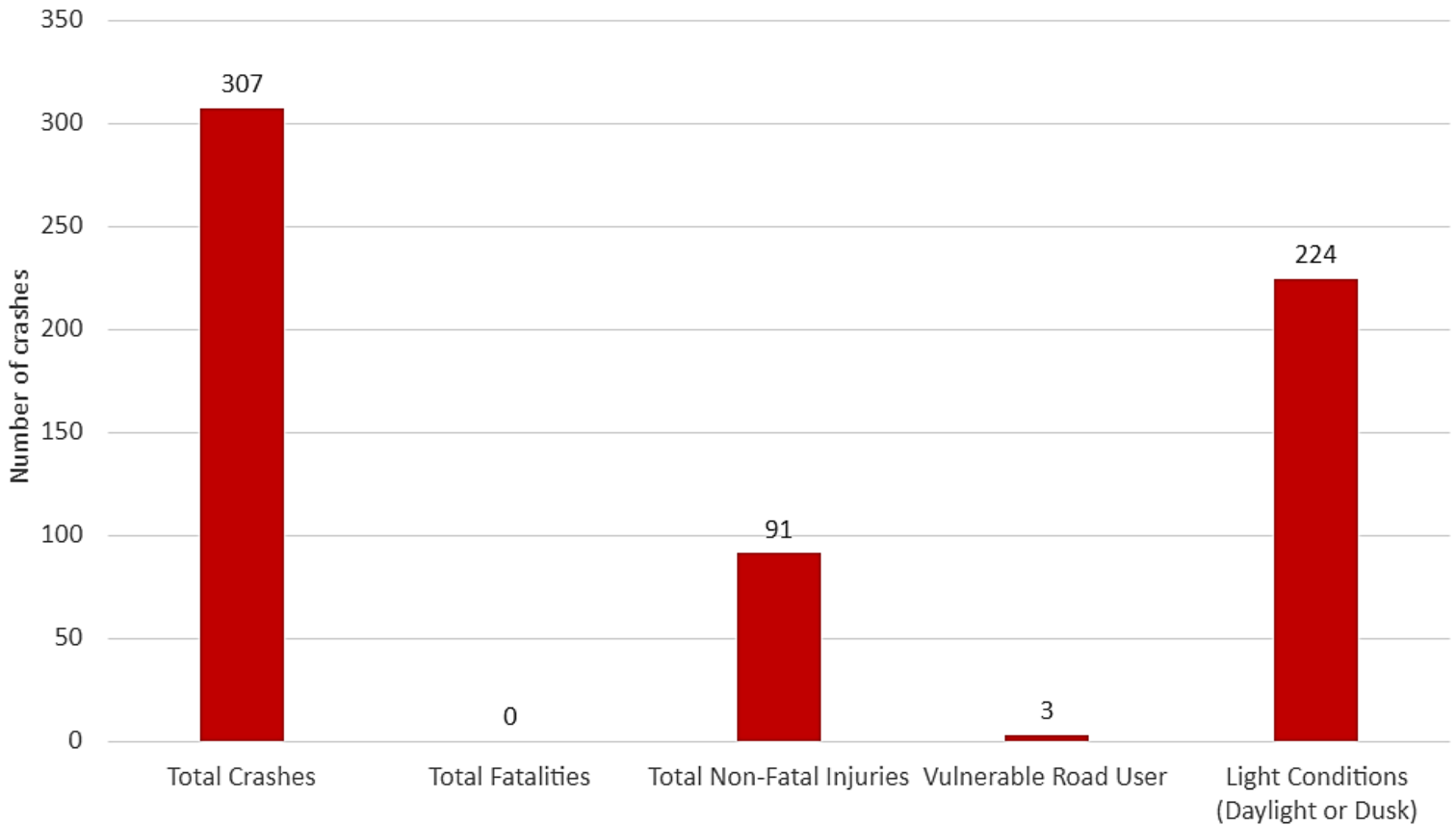
Figure 14: Motor Vehicle Crash locations



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¹⁵ Figure 14: Motor Vehicle Crash Locations Source MassDOT IMPACT

Figure 15: Motor Vehicle Crash Types



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Pedestrian Network

A community's pedestrian network comprises infrastructure such as sidewalks, curb ramps, and crosswalks. Oxford's pedestrian network is primarily focused north-south along Main Street (also known as Route 12). Approximately 76% of sidewalk segments in this network are considered to be in "excellent" or "good" condition. There are sidewalk segments in "fair" condition primarily located in central and southern Oxford.

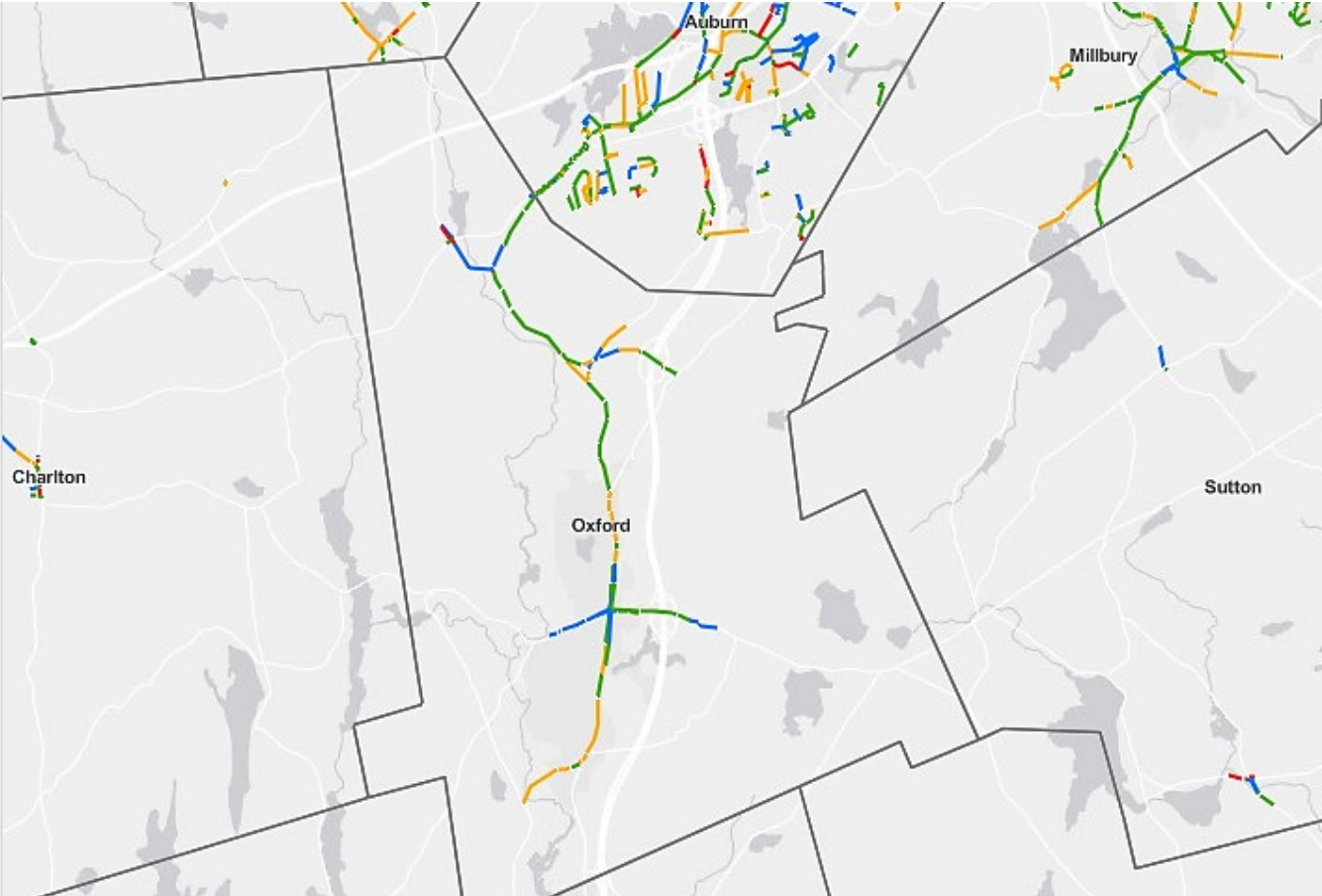
Trails and Open Space

There are nine open spaces and two major trails in Oxford that are fully accessible to the public. The Mid-State trail between the New Hampshire and Rhode Island borders.

¹⁶ Figure 15: Motor Vehicle Crash Locations Source MassDOT IMPACT

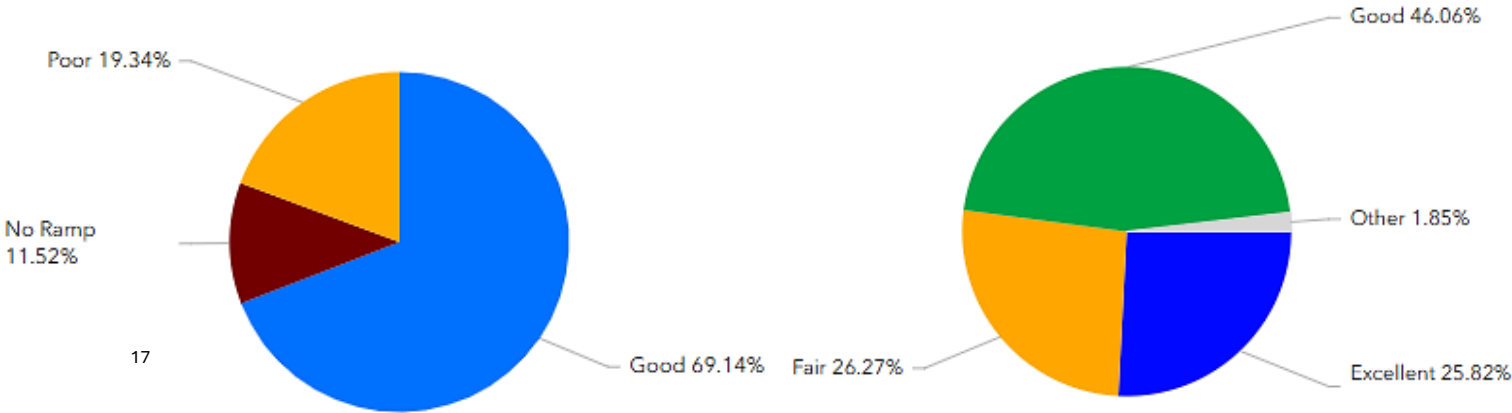
This trail runs east-west through the Town of Oxford. The Hodges Village Dam trail is a local trail located around the French River in central-west Oxford.

Figure 16: Pedestrian Network



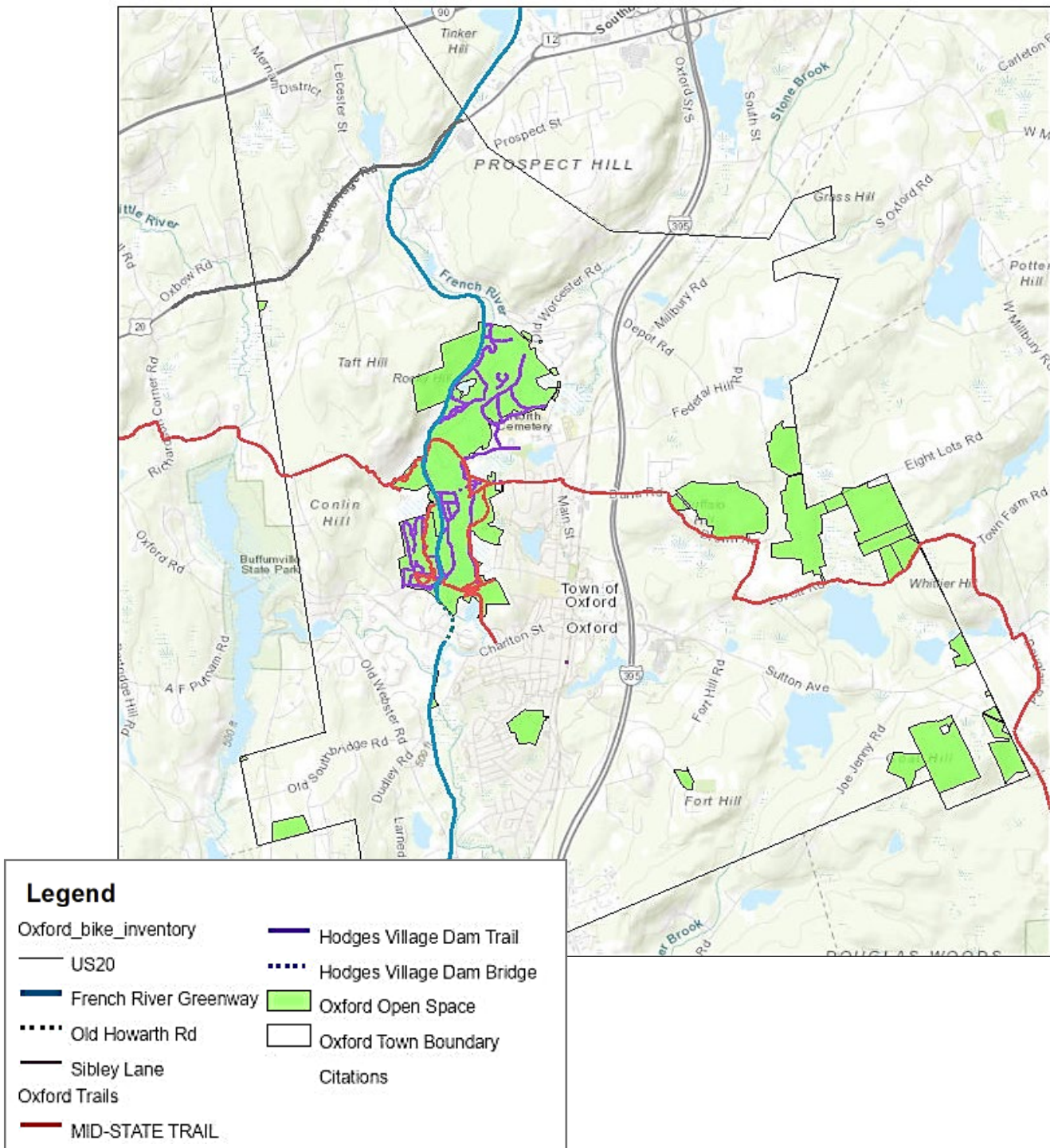
Curb Ramp Condition

Sidewalk Condition



¹⁷ Figure 16: Pedestrian Network Source CMRPC Community Snapshots

Figure 17: Trails & Open Space



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¹⁸ Figure 17: Trails & Open Space Source MassGIS

Upcoming Projects

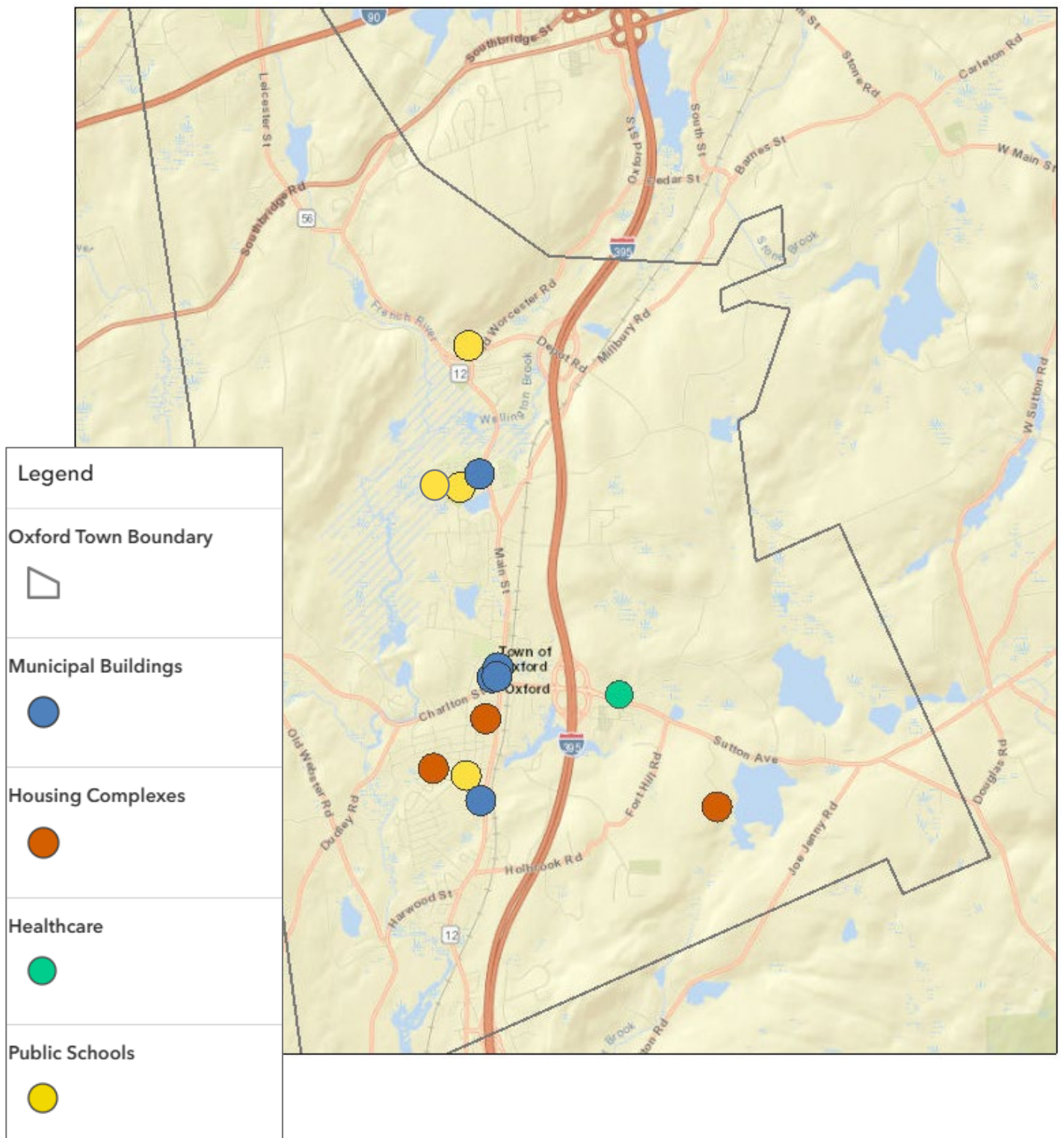
Upcoming projects in discussion for Oxford prioritize pedestrian and bicycle accommodation. Complete Streets improvements are planned through the CMMPO Transportation Improvement Program (TIP) Project ID #611988 and will include pedestrian and bicycle facilities along Main Street (Route 12). This TIP project is programmed for the years 2028 and 2029 for approximately \$22.5 million. Improvements are also underway along US-20 from Richardson's Corner in Charlton to the Route 12 intersection in North Oxford under TIP project # 602659 and will include sidewalks and shared use paths.¹⁹

Essential Destinations

Essential destinations include everyday locations and community institutions such as municipal buildings, housing complexes, healthcare institutions, etc. These essential destinations influence travel patterns and transportation needs. Essential destinations in Oxford are focused primarily along Main Street and Sutton Avenue secondarily. The Orchard Hills Estates housing complex and Oxford Housing Authority properties on Liberty Lane are not located along the main transportation corridors (Main Street and Route 20).

¹⁹ For more information: [CMMPO Endorsed 2025-2029 TIP](#) and the CMMPO 2026-2030 TIP currently in DRAFT and open for public comment. For more information visit: [Transportation Improvement Program \(TIP\)](#)

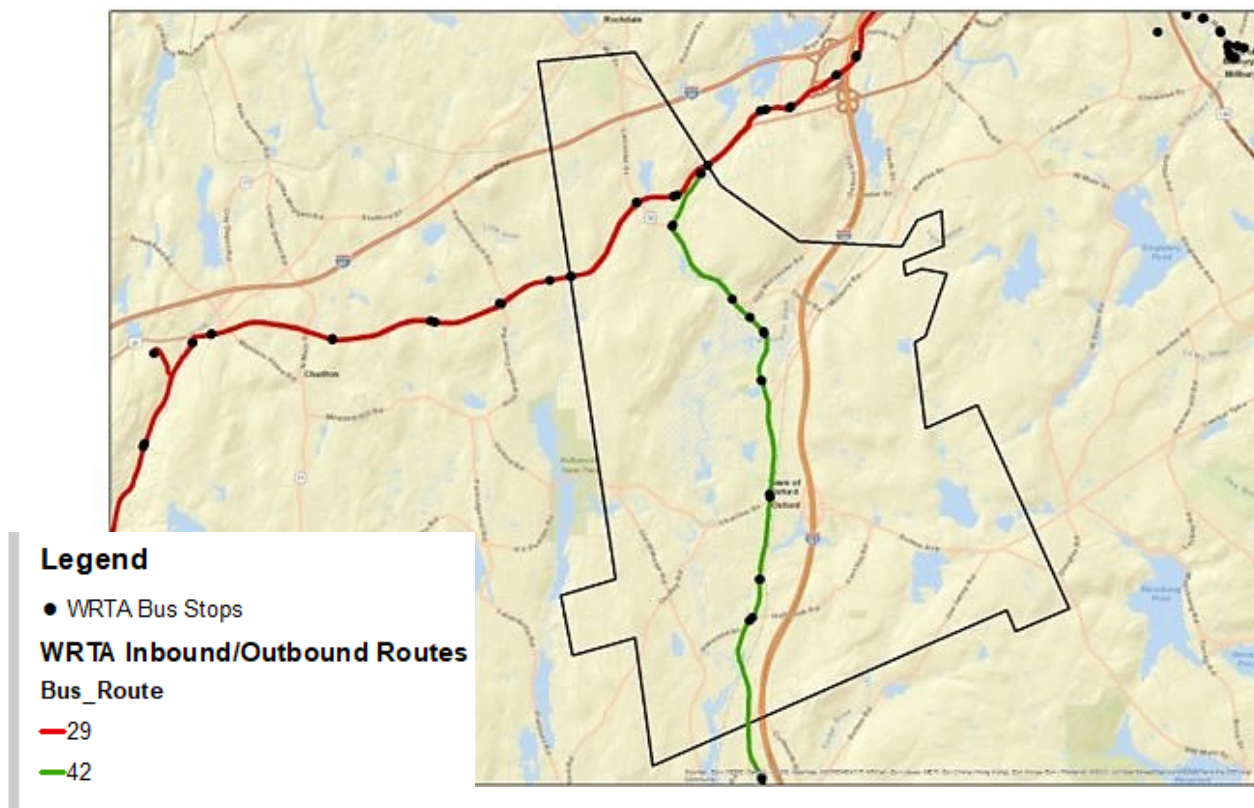
Figure 18: Essential Destinations



WRTA Fixed Routes

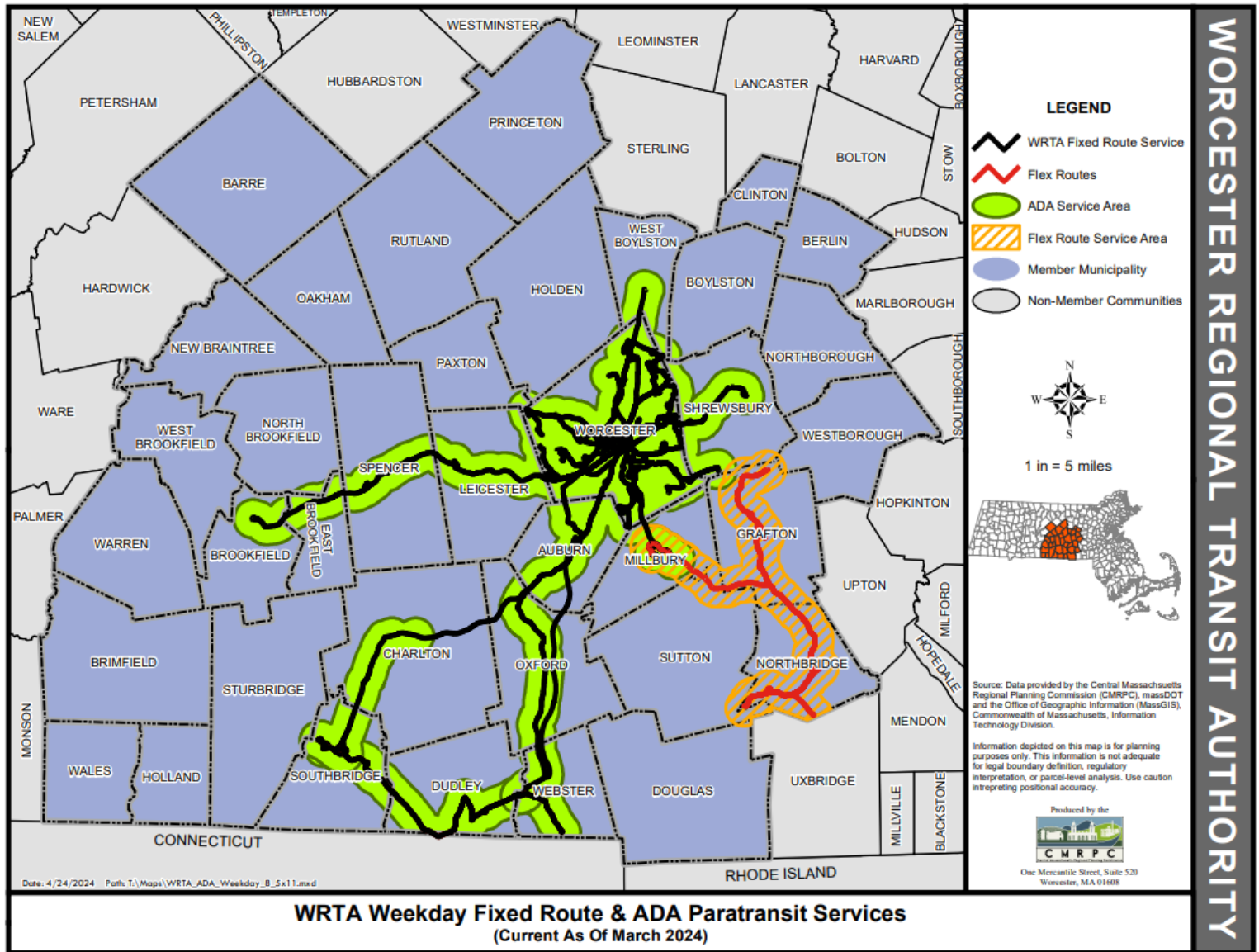
The Worcester Regional Transit Authority (WRTA) operates two fixed routes that serve the town of Oxford. Route 29 operates from Southbridge to the WRTA Hub in downtown Worcester and runs along Route 20 in North Oxford. Ridership in Oxford is primarily due to Route 42 (Worcester Union Station to Webster), which operates along Main Street (Route 12). In Fiscal Year 2023 (July 2022 to June 2023), Route 42's annual ridership was 98,315.²⁰ Locations along Route 42 with the highest ridership include Walmart in North Oxford, followed by Oxford Center. WRTA paratransit services are also available for pre-qualified riders needing specific ADA accommodations with a 48-hour notice. Paratransit services are available within 0.75 miles of the fixed route. The WRTA Paratransit program served 1,567 passengers from July 2023 to June 2024. Route 42 and Paratransit services are available weekdays from 5:25 am to 8:20 pm or Saturdays from 7:00 am to 8:15 pm.

Figure 22: WRTA Fixed Routes



²⁰ For more information: [WRTA_RouteProfile42.pdf](#)

Figure 23: WRTA Paratransit



Van Services and Alternative Providers

Several van services and private transit providers are also available to Oxford residents for specific needs. A full list of transportation providers is available on massridematch.org.

²¹Figure 23: Public and Non-profit Transportation Providers

Transportation Providers	Contact Info	Who Can Ride?	Types of Rides	Cost	Required Notice
WRTA – Paratransit	60 Foster Street Worcester, MA 01608 (508) 791-9782	Qualified Riders (application required)	Medical/ Healthcare	**CURRENTLY FARE-FREE** \$2.75 In town \$3.00 One town away \$3.25 Two towns away \$3.50 Three or more towns away	
Mass Health PT-1 Medical Rides	100 Hancock Street 6th Floor Quincy, MA 02171 (800) 841-2900	MassHealth Patients	Medical/ Healthcare	Free with MassHealth	3 Days advance notice
Oxford Council on Aging	323 Main Street Oxford, MA 01540 (508) 752-9283	Age 60+ and People with Disabilities	Any Trip	\$1.25 in town +\$0.25 for each additional town out	Served based on availability
Oxford Senior Center	323 Main St, Oxford, MA 01540 (508) 987-6000	Age 60+ and People with Disabilities	Any Trip	\$1.75 (Fare-fare for town buildings)	48-hour advance notice
GAAMHA, Inc.	208 Coleman Street, Ext. Gardner, MA 01440 (978) 632-0934	Individuals with disabilities	Any Trip	Call for quote	
Immigrant Community Development Center	191 CHESTNUT STREET Springfield, MA 01103 413-291-9020	Immigrants, refugees, older adults, and youths with behavioral health needs	Any Trip	Call for quote	
Joe Andruzzi Foundation (JAF): Treatment Transport Program	49 Plain Street Suite 500 North Attleboro, MA 02760 (508) 261-0630	Cancer patients only	Medical/ Healthcare	Free	

²¹ Figure 23: Public and Non-profit Transportation Providers Source Mass Ride Match

Partner Interviews

The partner interviews were conducted to provide local context and qualitative data for the study. The interview questions varied slightly based on the unique perspective of the organization. Interviews were conducted with the following organizations:

Oxford Food Shelf
Oxford Senior Center
Tri-Valley, Inc.
Oxford Housing Authority

Example interview questions:

- ❖ Tell me about your organization. What services do you provide?
- ❖ Who do you serve? Do you serve many older adults and/or persons with disabilities?
- ❖ Do you have clients who are food insecure? What are some of the barriers they face? Do they have trouble getting to their food resources?

Oxford Food Shelf

Oxford Food Shelf is an emergency food provider operated by the Oxford Ecumenical Council and supported through the Worcester County Food Bank. Their staff consists of a team of 14 core volunteers and over 50 volunteers, including students from Oxford High School. The food pantry is open to the public on Thursdays from 4:30pm to 6:30pm and clients can pick up food up to twice a month (every other week). Oxford Food Shelf is one of few food pantries utilizing a full client-choice model. Clients are able to choose the food items they need for themselves, similar to being in a grocery store. By allowing clients to choose what they need, food waste is reduced and clients maintain a sense of dignity and autonomy. The Food Shelf is also working to educate clients on nutrition and healthy foods by providing healthy recipes and through the SWAP tool. The

SWAP (Supporting Wellness At Pantries) allows clients at client-choice pantries to quickly understand the nutritional value of available foods using a red-yellow-green system (Green = choose often, Yellow = choose sometimes, Red = choose rarely).

Clients must live in Oxford or attend one of the council-affiliated churches to utilize the pantry, though staff will do their best to assist all. Clients are primarily older adults with an additional 50 households serviced by the home delivery program. Food Shelf's home delivery program aims to specifically serve those who are home-bound and unable to physically leave their home without assistance. However, in an effort to assist as many as they can, Food Shelf volunteers have also been using their own vehicles to temporarily assist clients who are unable to visit their facilities due to transportation barriers. 40% of home deliveries are temporarily assisting clients with transportation issues while the remaining 60% are home-bound. Thirty of these clients facing transportation barriers live in either Orchard Hill Estates or the Oxford Housing Authority Liberty Lanes or Wheelock Street housing complexes. Clients who do not drive themselves to the Food Shelf tend to drive or carpool with other clients. Those who walk or bike (a few clients per day) tend to be younger. For grocery trips, clients often go to Market Basket near downtown Oxford, Walmart in North Oxford, or walk to CVS or Cumberland Farms Variety Store downtown. Those in North Oxford also go to the Oxford Market. Staff highlighted that limited space on van services and bus routes and misalignment of food pantry hours and van service hours make using transit for food shopping difficult for many clients.

Oxford Senior Center

Oxford Senior Center provides a variety of educational and social programs to Oxford residents age 60 and over. The Senior Center also operates a van service funded by the Massachusetts Department of Transportation (MassDOT) for transporting older adults anywhere within Oxford. The Senior Center also assists in operating the Council on Aging van service which can be used for destinations outside of Oxford. This fiscal year to date (July 2024 to March 2025), the Senior Center van provided 2463 rides within Oxford and

2240 rides out of town. Overall ridership for this service continues to increase each year with common destinations including the Senior Center, the Oxford community center, and Market Basket. The Senior Center is currently having difficulty maintaining formally trained staff to drive the van and are discussing how to make the van service more sustainable. Visitors of the Senior Center are over the age of 60 and is accessible to individuals with mobility limitations or disabilities. Individuals younger than 60 with disabilities are welcome to access the van service as well.

When discussing barriers, staff highlighted the difficulties for clients travelling to and from Orchard Hills Estates due to its location. However, many Senior Center participants do use the WRTA bus Route 42 to visit the Senior Center and, with a recent change in bus services schedules, Route 42 now operates late enough for residents to attend the Senior Center's evening activities.

Senior Center staff do have constituents who are experiencing food insecurity and find that clients facing food insecurity are typically hesitant to reach out for help due to stigma. Staff attempt to meet their needs however they can, such as through gift cards or speaking with individuals about SNAP benefits. Though, staff are concerned about the recent reduction in SNAP which has resulted in some clients only receiving \$26 per month from the program.

Tri-Valley, Inc.

Tri-Valley, Inc. is an ASAP agency (Aging Service Access Point) providing services to older adults including in-home care, crisis intervention, and emergency food delivery. Tri-Valley's Meal-on-Wheels program provides prepared meals to qualifying individuals considered to be homebound and unable to cook on their own due to mobility issues and limitations. Potential clients are screened to assess their specific needs and in turn clients donate what they can to Meals-on-Wheels. By screening each client, staff determine if other services are needed such as the Supplemental Nutrition Assistance Program (SNAP)

benefits, fuel assistance, MassHealth, etc. Clients either receive home-delivered prepared meals and/or an assigned PCA (Personal Care Attendant) to purchase meals for them. Examples of homebound individuals served by Meals-on-Wheels include those unable to leave the home without assistance or those unable to stand for extended periods. In January 2025, Meals-on-Wheels served 49 Oxford residents, and 13,587 meals were served to Oxford residents in 2024.

Staff highlighted the difficulty clients face who do not have a private vehicle. Specifically, staff expressed a need for additional on-demand transportation services that can be used for any purpose. Clients typically rely on informal support, such as family and friends, for food trips and transportation before receiving Tri-Valley's services. Tri-Valley also expressed concern around the increase in food insecurity nationally. Staff are experiencing a growing number of older adults who are not homebound but simply cannot afford the food they need.

Oxford Housing Authority

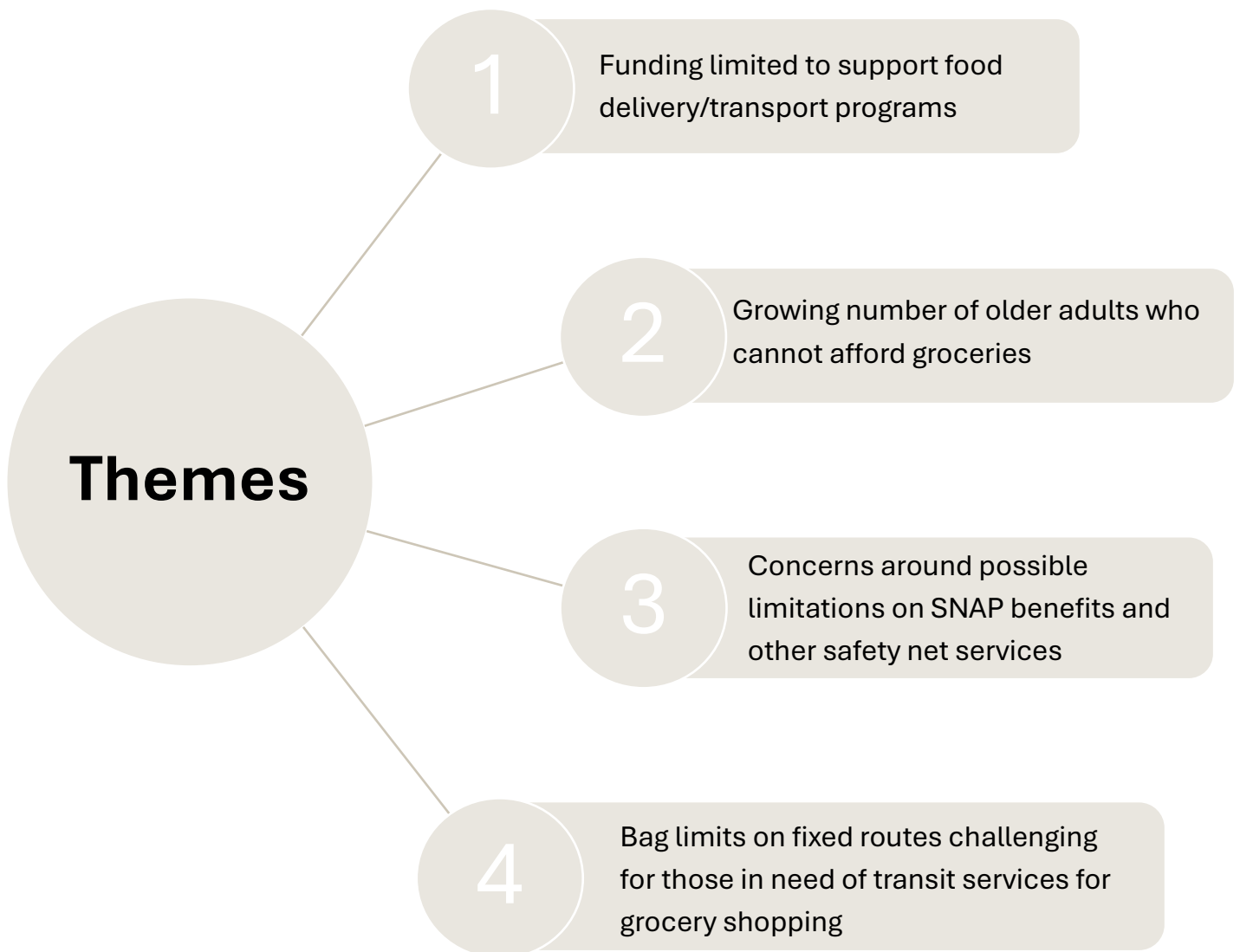
Oxford Housing Authority manages and operates approximately 189 units within the Town of Oxford. All housing complexes are mixed serving families, older adults, veterans, and persons with disabilities. The Housing Authority is also currently hiring a resident services coordinator to further strengthen the connection between residents and staff. For transportation, residents who do not drive will often carpool or use taxi or rideshare services. Residents also often use the on-demand van services available to them such as the senior center van, Council on Aging van, and PT-1 service through Mass Health.

Housing Authority staff spoke to how self-sufficient residents are and tend to be already connected to the services they may need. Those who are facing food insecurity are aware of services and programs that can assist and those in need of assistance from the Housing Authority will ask staff.

Interview Highlights

- ❖ The purpose of the Oxford Food Shelf food delivery program is to serve the town's homebound residents. However, approximately 40% of Food Shelf home deliveries are temporarily assisting clients having difficulty accessing their facilities. This is not the purpose or target population of the home delivery program.
- ❖ Clients are typically hesitant to admit that they are food insecure and are dealing with a recent reduction in SNAP benefits.
- ❖ Partner agencies mentioned that they are seeing an increase in clients needing assistance meeting their food needs.
- ❖ 49 Oxford residents were served by the Tri-Valley, Inc. Meals-on-Wheels program in January 2025. In 2024, 13,587 meals were served to Oxford residents.
- ❖ Clients without their own vehicle typically rely on friends and family for food shopping trips.

Figure 24: Themes from Partner Interviews



Study Findings

Motor Vehicle Use

Overall, Oxford residents depend heavily on private motor vehicles for daily trips. Private vehicles are more prevalent than other modes of travel, such as walking, biking, or transit. Auto passenger rides make up approximately 20% of rides in Oxford per week. This 20% figure includes carpool, private services, and other similar options, but does not encompass rideshare services such as Uber or Lyft.

Main Street and Route 20

Most identified food resources are concentrated along Main Street and Route 20. The pedestrian network and fixed bus routes are both centered along Main Street and Route 20 as well, making for more convenient travel to and from destinations along these corridors. Notably, local farms and the Market Basket supermarket are not located along these routes.

Lack of healthy food resources

Fifty-five percent of the identified food resources are convenience stores, which are small stores that carry some food items, such as corner stores and gas stations. Notably, these stores may carry common household staples like milk or bread, but these stores also primarily carry highly processed foods like chips and snacks. These also do not sell fresh fruits and vegetables that are necessary for a healthy diet.

Van Service and Food Pantry Hours

Currently the Oxford Food Shelf pantry hours do not align with either the Senior Center or Council on Aging transport services. Residents can currently utilize the WRTA fixed routes and paratransit services to access the pantry. However, door-to-door transport options are limited during pantry hours. The existing Senior Center and Council on Aging transportation services are also affected by the widespread driver shortage and are having difficulty maintaining trained drivers.

Summary Tables

Figures 25 and 26 are summaries of the quantitative data collected during this study. Figure 25 shows environmental justice populations by census block. Census blocks 7532002 and 7532003 have high concentrations of two environmental populations. Figure 26 provides a side-by-side comparison of demographic and transportation data for each census tract.

Figure 25: Regional Environmental Justice+ Criteria

	Census Tract #7531					Census Tract #7532			
Block Group #	001	002	003	004	005	001	002	003	004
Limited English Proficiency									
Non-White Population									
Median Household Income									
Older-Adult Population									
Persons with Disabilities									
Zero-Vehicle House									

Figure 26: Data Summary Table

	Census Tract #7351	Census Tract #7352
Total Population 2020	7,254	6,093
Older-Adult Population	13.9%	21.8%
Mobility Disability	11.5%	11.9%
Cognitive Disability	13.9%	12.7%
Independent Living Disability	6.6%	6.4%
All Disabilities	29.0%	28.5%
Food Security Prevalence	8.1%	11.5%
Average Daily Trips	26,000	26,000
Average Daily Trips per Capita	3.5	4.5
Vehicle Miles Traveled	310,000	170,000

Vehicle Miles Traveled per capita	40.7	29.3
Modes of Travel per Week	—	—
Private Vehicle	71.7%	69.0%
Transit	0.3%	0.2%
Auto Passenger	14.4%	16.8%
Walking	10.5%	11.4%
Biking	0.1%	0.2%

Recommendations

First- and Last-mile Connections

As previously mentioned, transportation options, including pedestrian infrastructure and transit options, are concentrated along Route 20 and Main Street (Route 12) where major destinations are. It can be difficult to travel to and from the destinations that are not located near these major thoroughways. First and last-mile connections prioritize filling the gap between an individual's origin and/or destination and the existing transportation system. These connections can take the form of micro-transit services, bike-share programs, or partnerships with rideshare services (i.e., Uber, Lyft) for improved connectivity to and from destinations not located along Route 20 or Main Street. Opportunities exist to specifically address transit and/or pedestrian network connections from Main Street to Market Basket on Sutton Avenue.

Partnership with Private Transportation Providers

The town of Oxford should explore pursuing transportation funding to support the implementation of on-demand private transit options for qualifying residents in Oxford. An agreement with private transit providers (i.e., GoGo Grandparent)²² can provide door-to-door services at little to no charge to qualifying Oxford residents.

²² For more information: [Get.GoGoGrandparent.com](https://www.getgogograndparent.com)

Mobilizing Food Resources

Mobilizing resources is a way to alleviate transportation burden from residents bringing services to where they are. The recommendation is to foster partnerships with grocers, local farmer's markets and/or other public and private entities to develop and encourage food delivery and mobile services for Oxford residents. Programs such as mobile farmers' markets, food delivery services, or van services for supermarket customers have been utilized by communities to address transportation barriers to food. Examples include a seasonal mobile farmer's market or a van service available to travel to and from Market Basket.

Food Pantry / Van Service Alignment

Older Adults in Oxford have access to WRTA ADA Paratransit services which operate with the same hours as fixed route service. In addition to this service, on-demand transport services are also available for any purpose through the Oxford Senior Center and Council on Aging. The town of Oxford can pursue funding opportunities to expand the capacity of these transport services. Considering the misalignment of van services and Oxford Food Shelf hours, additional capacity for both van service programs can allow for an expansion of hours and fleet improvements. This will provide older adults with on-demand door-to-door van service options for trips to and from the Oxford Food Shelf.

Pedestrian Network Improvements

Opportunities to improve pedestrian access can be utilized by making strategic pedestrian infrastructure improvements along Main Street where most essential destinations are located. It is recommended that improvements to sidewalk segments of "fair" or "poor" quality in central and southern Oxford be prioritized to strengthen and connect the overall pedestrian network. The TIP Project (ID #611988) programmed for the year 2028 would reconfigure the Main Street corridor and will include needed improvements to the sidewalk network, curb ramps, transit amenities, and bicycle facilities.

Funding Opportunities

Grant Program	Description	For More Information
MassDOT Community Transit Grants	“An annual competitive grant program to meet the mobility needs of older adults and individuals with disabilities. Provides funds for the purchase of vehicles, mobility management activities, and operating costs.”	Community Transit Grant Program Mass.gov
WRTA 5310 Funds	“The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options”	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310 FTA
Mass In Motion	“Mass in Motion is a statewide movement to prevent obesity in Massachusetts by increasing opportunities for healthy eating and active living in the places we live, learn, work, and play.”	Mass in Motion Municipal Wellness and Leadership Program Mass.gov
Community Development Block Grant (CDBG)	“The CDBG Community Development Fund (CDF) is a competitive program and awards grants to eligible communities throughout the Commonwealth, helping cities and towns meet a broad range of community development needs in housing, infrastructure, revitalization, economic development and public social services.”	Community Development Block Grant (CDBG) Mass.gov
AARP Community Challenge Grants	“AARP Community Challenge provides quick-action grants that help make communities more livable for people of all ages.”	AARP.org/Community Challenge
Food Security Infrastructure Grant (FSIG) Program	The purpose of the Food Security Infrastructure Grant Program (FSIG) is to support food security initiatives such as expansion of agriculture & seafood production, local & regional mid-supply chain expansion, food access & availability, emergency preparedness & resilience.	Apply to the Food Security Infrastructure Grant (FSIG) Program Mass.gov