

Commuting to Washington, DC; Reflections on the Metro

SA: Can I ask you about the commute between Washington and Vienna? You said it changed a lot. Did Washington-

RN: [Laughs]. It changed a lot because of the stoplights!

DS: Did you used to go down the GW Parkway to get to work?

RN: Yeah, the answer is that when I first started to commute to the Watergate, the answer is there was one stoplight at Route 7 and 193. That was the only one. At the end, there were just lights all over the place.

DS: I was just gonna ask, so traffic jams didn't happen too much. You might've had an issue with bad weather, or snow or ice, but in general, traffic jams were just, were rarely happened, right?

RN: During the sixties and early seventies, there weren't that many people on the road. The answer is yes, you're right. You rarely had what you'd call a traffic jam.

SA: Did you ever take the metro once it got installed?

RN: I never did. I never did. But, not regularly, I mean I've taken it to go some places. For example, parking at the Pentagon was a problem. So going by metro was very desirable. You could get off there and so on.

SA: And did the metro change Vienna very much? Was it palpable or more slow?

RN: I would say that the metro was a major change in Vienna. A major, major change. First of all, it took a lot of cars off the road. Because most people - men - that lived in Vienna, worked in Washington. So you had to get there. And getting there by car, initially, was duck soup. But as the population increased the car was a bad second choice. And it still is.