GABRIEL E. KREINDLER

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January 2025

EMPLOYMENT AND AFFILIATIONS

Assistant Professor, Economics Department, Harvard University	2020 – present
Economics, History and Politics Prize Fellow, Harvard University	2019 – 2020 2021 – 2022
Faculty Affiliate, The Abdul Latif Jameel Poverty Action Lab (JPAL)	since 2021
Faculty Research Fellow, National Bureau of Economic Research (NBER)	since 2020
Affiliate, BREAD	since 2024
Saieh Family Fellow in Economics, Becker Friedman Institute, University of Chicago	2018 – 2019
Research Associate, Innovations for Poverty Action, Morocco	2011 – 2012

EDUCATION

Ph.D. Economics, Massachusetts Institute of Technology (MIT)	2012 – 2018
M.Phil. Economics, University of Oxford, Nuffield College	2009 – 2011
A.B. Mathematics, Princeton University	2005 – 2009

PUBLICATIONS

"Spatial Externalities, Inefficiency, and Sufficient Statistics," (with Kartik Patekar), *AEA Papers and Proceedings* 2025, invited.

" Peak-Hour Road Congestion Pricing: Experimental Evidence and Equilibrium Implications,"*Econometrica*, Vol. 92, No. 4 (July, 2024), 1233–1268.

"Measuring Commuting and Economic Activity inside Cities with Cell Phone Records," (with Yuhei Miyauchi), *Review of Economics and Statistics*, 2023.

"Citywide effects of high-occupancy vehicle restrictions: Evidence from "three-in-one" in Jakarta," (with Rema Hanna and Ben Olken), *Science* 357(6346), 2017.

"Debunking the Stereotype of the Lazy Welfare Recipient: Evidence from Cash Transfer Programs Worldwide," (with Abhijit Banerjee, Rema Hanna, and Ben Olken), *World Bank Research Observer* 32(2), 2017.

"Rapid Innovation Diffusion in Social Networks," (with Peyton Young), *Proceedings of the National Academy of Sciences* 111(3), 2014.

"Fast Convergence in Evolutionary Equilibrium Selection,"
(with Peyton Young), *Games and Economic Behavior* 80, 2013.

WORKING PAPERS

Optimal Public Transportation Networks: Evidence from the World's Largest Bus Rapid Transit System in Jakarta

August 2024. *Re-submitted, American Economic Review*. NBER Working Paper 31369

(Gabriel Kreindler, Arya Gaduh, Tilman Graff, Rema Hanna & Benjamin A. Olken)

Designing public transport networks involves tradeoffs between coverage, service frequency, and direct service. We use the expansion of the bus system in Jakarta, Indonesia, to study these tradeoffs. We analyze how new direct connections, changes in bus travel time, and wait time reductions affect bus ridership and aggregate flows, and estimate a transit network demand model by matching the route launch events. Commuters in Jakarta are 2-3 times more sensitive to wait time than bus time, and inattentive to long routes. We develop a flexible framework to characterize optimal networks. A less concentrated network would increase ridership and commuter welfare.

Infrastructure Inequality: Who Pays the Cost of Road Roughness?

November 2024. *Submitted*. NBER Working Paper 31981

Lindsey Currier, Edward L. Glaeser & Gabriel E. Kreindler

Which Americans experience the worst infrastructure? What are the costs of living with that infrastructure? We measure road roughness throughout America using vertical acceleration data from Uber rides across millions of American roads. Our measure correlates strongly and positively with other measures of road roughness where they are available, negatively with driver speed. We find that road repair events decrease roughness and increase speeds. We measure drivers' willingness-to-pay to avoid roughness by measuring how speeds change with salient changes in road roughness, such as those associated with town borders and road repaving events in Chicago. These estimates suggest that one standard deviation of road roughness in the US generates losses to drivers of 33 cents per driver-mile. Roads are worse near coasts, and in poorer towns and in poorer neighborhoods, even within towns. We find that a household that drives 3,000 miles annually on predominantly local roads will suffer $450 per year more in driving pain if they live in a predominantly Black neighborhood than in a predominantly White neighborhood. The relationship between road roughness and both race and income is substantially stronger in less populous and rich places. Road roughness has little ability to explain subsequent road resurfacing in eleven cities, which suggests American rides could be much smoother if the bumpiest roads were fixed first.

"Driving Delhi? Behavioral Responses to Driving Restrictions," updated July 2016

WORK IN PROGRESS

Demand for Urban Exploration: Evidence from Nairobi (with Joshua T. Dean and Oluchi Mbonu) (draft coming soon)

Workers in Space (with Julia Cajal Grossi) (fieldwork completed)

Women's Urban Mobility Barriers: Evidence from Delhi's Free Public Transport Policy (with Girija Borker and Dev Patel) (fieldwork completed)

PROFESSIONAL ACTIVITIES

Referee for: *American Economic Review, Journal of Urban Economics, AEJ Applied, AEJ Policy, The Review of Economics and Statistics, Games and Economic Behavior. Econometrica, AEJ Insights, Quarterly Journal of Economics, Nature, National Science Foundation, Journal of Public Economics, Journal of the European Economic Association.*

FELLOWSHIPS, AWARDS

Presidential Fellowship Award, MIT	2012 – 2013
Dulverton Scholarship, University of Oxford	2009 – 2011
Middleton Miller '29 Prize for "the best (senior year) independent work in mathematics", Princeton University	2009
Applied and Computational Mathematics Certificate Students' Prize for independent work (co-winner), Princeton University	2009
Andrew H. Brown Prize for "outstanding junior work in mathematics" (co-winner), Princeton University	2008
Gold and silver medals, International Mathematics Olympiad	2003 – 2005

SELECTED RESEARCH GRANTS

National Science Foundation	2021 – 2024
International Growth Centre Research Project (Cities)	2021 – 2022
International Growth Centre (Small Projects Form India Bihar)	2019 – 2020
Weiss Family Fund Grant	2019 – 2020
International Growth Centre Research Project (Cities)	2016 – 2017
Weiss Family Fund Grant	2016 – 2017

LANGUAGES

English, French, Spanish, Romanian (native)