This paper explores relationships between spatiotemporal location of bicycling road collision and injury in Berlin and its variation among different districts and road infrastructure treatments within the whole city territory. Though in the city the bicycle mode share expanded (from 8% to 13%), and the private motorized trips share shrink (from 38% to 30%) recently, the total number of road crashes, fatalities and injury dropped along the last 2 decades, it did not affect the number of a specific road users group: bicyclists. As social pressure for investments in bicycle road infrastructure rise – often armed with the argument that bicycle road treatments will improve bicycling safety - and local and national politicians declare that more could be done - promising higher (but limited) budget for bicycling infrastructure, we investigate the distribution and relationship with spatiotemporal attributes of the 37,097 bicycling road crashes (2011-2015), using the police reported records. First, we made a cross-sectional analysis of collision density at intersections and on-road sections, and frequency of collisions by bicycle road infrastructure facility (bicycle road path type). Second, we proceed the same analysis, but focusing on selected districts where bicycling mode share is larger. Third, we made a multiple regression using a comprehensive set of traffic volumes and demographic variables at the city’s districts level, pointed in literature to influence bicycling crash and injuries. We conclude by informing prioritization criteria in local transport policy making, as arguing the limits of the transferability among cities of findings on what concerns bicycling road infrastructure safety.