

VILLAGE OF NEILBURG

BYLAW 2026-03

**A BYLAW TO PROVIDE FOR THE
NAMING OF MUNICIPAL ROADS**

The Council for the Village of Neilburg in the Province of Saskatchewan enacts as follows:

1. A uniform system of naming municipal roads is hereby established according to the Saskatchewan Civic Address Registry, Civic Addressing and Road Naming Information Guide March 2022, Urban Addressing, Road Names. Schedule 'A'.
2. Each urban municipal road shall be named.
3. Names are assigned at time so subdivision and/or survey.
4. The CAO (or other designated person) shall be responsible for maintaining the road naming system and shall keep a record as assigned under this bylaw. Schedule 'B'.
5. Any person who contravenes the provisions of this bylaw is guilty of an offence and upon conviction shall be liable as per the General Penalty Bylaw.

READ a first time this 10th day of August, 2026.

READ a second time this 10th day of August, 2026.

READ a third time and adopted this 10th day of August, 2026.



Mayor

Chief Administrative Officer

Schedule "A"
Saskatchewan Civic Address Registry
Civic Addressing and Road Naming Information Guide March 2022
Urban Addressing – Road Names

4.0 URBAN ADDRESSING

4.3 Road Names

Each road in an urban municipality should be named. For the most part, municipalities use the road names that were assigned when the municipality was originally subdivided and these names are the legal, official names of the roads, except where they have been officially changed by the municipality. These names are shown on the survey plans and are included in the SaskGIS Cadastral data base.

Road names can be broken down into four distinct components. The two mandatory components are the name and the type. The other two components, the directional prefix and suffix are optional and can be found at the front or the end of a road name.

Table 4.3: Road Name Components

Description	Values	Example
Directional Prefix	North, South, East, West, NE, NW, SE, SW	North
Name	Any name up to 40 characters	Industrial
Type	See Table 4.3.2 for a list	Road
Directional Suffix	North, South, East, West, NE, NW, SE, SW	West

4.3.1 Name Component

Roads can be named or numbered. Both systems are in common use and have their advantages. Well-chosen names can be easier for people to remember but numbers lend themselves better to a predictable addressing system.

Naming Roads

If the naming option is taken then the following rules (taken from *Addressing Systems*, published by the National Emergency Number Association) should be followed to ensure that there is no confusion when using the names. This is particularly true when the name is provided verbally under situations of stress, as is the case when a 9-1-1 call is made.

1. If the road is continuous, do not change names at an intersection, curve, or some other point.
2. Similarly, if the road is interrupted (built in two or more unconnected segments) and the interruption is more than one block long, do not assign the same name to both segments of the road, unless it is likely to be connected in the near future.
3. Avoid sound alike names (e.g., Smith Street, Smyth Street).
4. Do not use the same name with a different street type (e.g., Pine Road, Pine Street).
5. Do not use special characters in road names such as hyphens, apostrophes, or dashes.
6. Avoid the use of the standard street types and directional prefixes and suffixes as street names (e.g., South Avenue, Court Street).

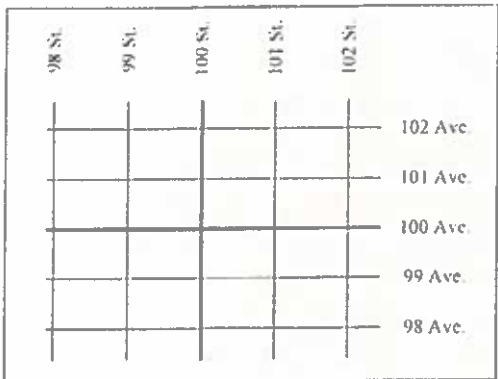
Keep road names simple, short and avoid non-standard spellings.

Numbering Roads

Numbering the roads is a simpler exercise than naming them if the roads are laid out in a grid pattern. The primary concern with numbering is how to handle the situation of running out of numbers. This will occur if, for example, a future expansion of the town or village results in a road being built that would have to be numbered 0 (zero) or -1 in order to keep the numbering pattern. There are two options to road numbering.

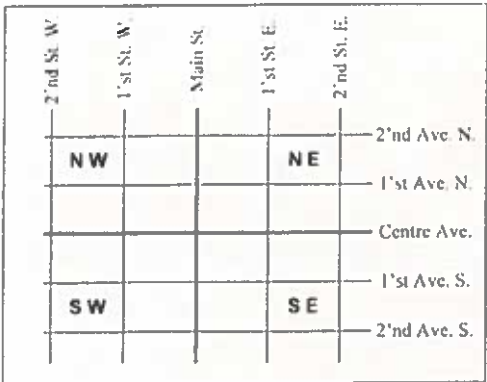
The first is to select an intersection near the centre of the town or village and number those roads with a number that is high enough that when numbering the roads in descending order the numbers will not run out. (This approach is not infallible as the City of Edmonton found out. They have run out of numbers despite the fact that they started numbering at 100 at the downtown). See Figure 4.3.1A. The disadvantage to this approach is that road "names" are duplicated (e.g., there is a 100 St and a 100 Ave.). This is a poor practice as it can introduce confusion about which road name is being referred to.

Figure 4.3.1A: Street Numbering Without Quadrants



The second option is to use the quadrant system. The two intersecting roads near the centre of the town or village are named and the remaining roads are numbered away from these two main roads. See Figure 4.3.1B. The result is that the area is divided into four quadrants and the quadrant designators (NW, NE, SW, SE) are included in the road name to provide uniqueness. The disadvantage of this system is that road names are duplicated 4 times with there being, for example, two 1st streets and two 1st avenues.

Figure 4.3.1B: Road Numbering with Quadrants



An advantage of both numbering approaches over the naming approach is that the predictability of an address is much better with the numbering approach. That is, for a person who is not familiar with the road names in a town, it is easier to find 14th Ave. starting from 6th Ave, than it would be to find Pine St. starting from Granite St.

Summary

The following table summarizes the advantages and disadvantages of each system. The choice of whether to name or number the roads is left with the individual municipalities.

Table 4.3.1: Name or Numbering Roads

	ADVANTAGES	DISADVANTAGES
Naming Roads	• Easier to remember and use • Cannot run out of names • Can be used when roads do not form a rectangular pattern	• Not as predictable as numbers • Similar sounding names can cause confusion
Numbering Roads	• Predictable • Easy to sign	• Difficult to remember • Cannot be used if the roads are not rectangular • Possible to run out of numbers

4.3.2 Type Component

The type component of the name is the word "Street", "Avenue", "Bay", etc. that appears immediately following the name itself. In assigning types to the roads in a community it is recommended that the same type be used for all roads that run in the same direction. For example, by making all north-south roads "Streets" and all east-west roads "Avenues" it makes the use of the addressing system much simpler. Roads that do not run in one of the two primary directions would not be called either Streets or Avenues but would be called Crescents, Bays, Drives, etc. It is also strongly recommended that the more "exotic" road types (e.g., Wynd) not be used to avoid any confusion or uncertainty that may result from the use of unfamiliar terms.

Table 4.3.2: Street Type Suffixes

ACCESS	COUTEAU	KEY	RISE
ACRE	COVE	LANDING	ROAD
ACRES	CRESCENT	LANE	ROUTE
ALLEY	CROSSING	LINE	ROW
AUTOROUTE	DRIVE	LINK	RUE
AVENUE	ESTATE	LOOKOUT	RUELLE
BAY	ESTATES	LOOP	RUN
BEACH	EXPRESSWAY	MANOR	SQUARE
BEND	FERRY	MEADOW	STREET
BLUFF	GARDEN	MEADOWS	TERRACE
BOULEVARD	GARDENS	MEWS	TRACK
BURN	GATE	MONTEE	TRAIL
BYPASS	GLEN	PARK	TURN
CAMP	GREEN	PARKWAY	UNION
CAMPGROUND	GREENS	PASS	VIEW
CARRE	GRID	PLACE	VILLA
CENTER	GROVE	PLATEAU	VILLAS
CHEMIN	HAVEN	POINT	VISTA
COMMON	HEIGHTS	POINTE	WALK
CLOSE	HIGHLANDS	PROMENADE	WAY
CIRCLE	HIGHWAY	RAMP	WYND
CONCESSION	HILL	RANGE	
COTE	JARDIN	REACH	
COURT	JUNCTION	RIDGE	

4.3.3 Directional Prefix Component

The directional prefix is a compass direction (e.g., North) that is located before the name component of the road name. An example would be "South Railway Ave.". The use of these is not recommended for new road names as it increases the complexity level of the road name. The directional prefix is included in the definition of road names to accommodate those cases where a road name with this element already exists.

4.3.4 Directional Suffix Component

The directional suffix is a compass direction (e.g., Northwest) that is located after the type component of the road name. An example would be 16th Ave N.W. Again, the use of directional suffixes is not a preferred approach, but it is required if the quadrant system of road numbering is used. It is also used to solve the problem of running out of civic numbers (see section 3.1) when a poor selection of the starting number has been made.

Schedule 'B'
Neilburg Street Names

