

Minnesota Department of Natural Resources  
Division of Parks and Trails

# Aquatic Invasive Species Best Management Practices for Water Access Summary



7/15/13

**This document is intended as a summary of the full best management practice (BMP). Page numbers corresponding to that document are included here with relevant topics. For more detail on a topic, please consult the full BMP which may be found on the DNR's PWA webpage under more information.**

## Introduction

These best management practices are intended to enhance existing areas at access sites where boaters clean and drain their boats. These areas are designed to maximize safety and help simplify the steps needed to follow the AIS laws.

### Goals

- Create a suite of BMPs that can be shared with all providers of boat access.
- Maintain consistency in the development of AIS activity areas so boaters will benefit.
- Maintain and/or improve safety, increase AIS awareness, and simplify required actions.
- Develop additional tools to supplement Minnesota's invasive species program that includes watercraft inspections, watercraft decontamination, enforcement, and public awareness campaigns.

### Benefits of clean and drain areas

- Costs are minimal if using existing access "make ready" and "tie down" lanes
- Creates a visible place at the access site for boaters/anglers to complete AIS activities
- Flexible implementation-site administrators can incorporate all or just a few of the suggested components



*Pavement stencil installed*



*Pavement Stencil Design*

## AIS Prevention Activities (To be done by boaters at clean and drain areas)

Boaters are **required** to complete three main actions before leaving the access or riparian property. The clean and drain areas described in the next chapters were developed for these AIS prevention activities that are required in MN State Statute.

1. **Clean off** the boat by removing all **plants, mud, debris and organisms** from the exterior and interior of the boat (including angling equipment and the anchor).
2. **Drain all water** from the boat and other water related equipment, including bait water.
3. **Pull the plug** (it must remain out during transport).

If a watercraft inspector is present, boaters must comply with the inspector's AIS inspection requirements before and after launching, which can include:

1. **Visual** inspection of watercraft and equipment.
2. **Tactile** inspection of watercraft and equipment.
3. **Decontamination** of watercraft and/or equipment.

Failure to complete or comply with any of the above may result in a civil citation.

Before going to another waterbody, boaters should complete one of the following recommended actions. These are not mandatory unless an authorized watercraft inspector or conservation officer has ordered the action.

1. **Dry** the boat and all water related equipment for a minimum of 5 days , or
2. **Wash**/power spray the boat (preferably with hot water) to remove and kill all plants and organisms.

## Components of the AIS activity areas

The clean and drain areas can be customized to the site by using one or more of the following components; not all of them need to be placed at every site.

**Compost bins**-Compost bins (*see photo right*) can be provided to give boaters a visible reminder to clean their boats, as well as a place to leave the aquatic vegetation, unwanted bait, bait bucket water, and zebra mussels, which keeps the access cleaner. The bins are inexpensive, easily constructed, and they can be placed in multiple locations if desired. (*pages 10-11 full document*)





**Water Source-** Providing a source of water enables boaters to rinse equipment, flush live wells, and possibly save their bait. Simply rinsing a watercraft and all related equipment with water is effective for removing Zebra Mussel veligers (larva) and spiny water flea, especially from bilges and live wells. After rinsing, drying greatly reduces the likelihood of veliger presence. Stormwater management is essential if water is being provided. *(pages 12-13 full document)*

**Stormwater management-** Due to the parameters and uniqueness of each access, sites are designed by engineers and incorporate necessary stormwater practices *(see example in photo to right)*. Engineers and landscape architects are involved in the specifics of planning, designing, and developing of access sites and all AIS BMPs that are affected by stormwater. Location and design of stormwater BMPs will be influenced by site design and layout. *(pages 15-17 full document)*



## Messaging

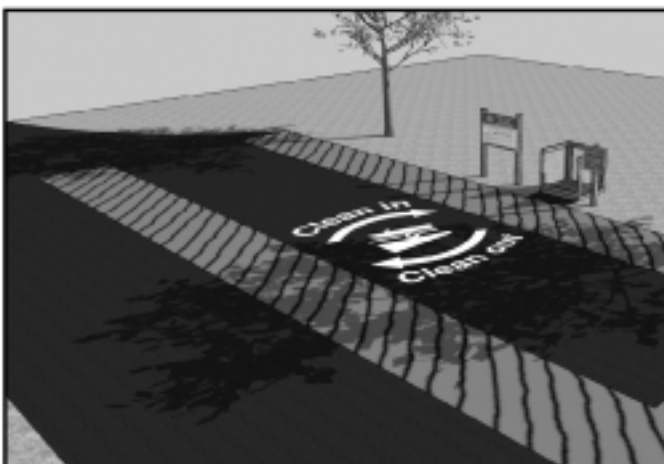
A combination of pavement stencils and signs can be used to delineate activity areas and inform users.

**Pavement stencils** are a relatively inexpensive and easy way to get the attention of users. An example of the area with a compost bin is below right, as well as the graphic to be stenciled, shown on the first page of this document. *(page 18 full document)*

**Signs** will also be placed strategically around the site to inform users of the laws and procedures. The DNR invasive species signs are to be posted as specified, and there is a sign that can be posted behind the compost bin, shown below on the left. *(pages 19-23 full document)*



*Compost bin sign*

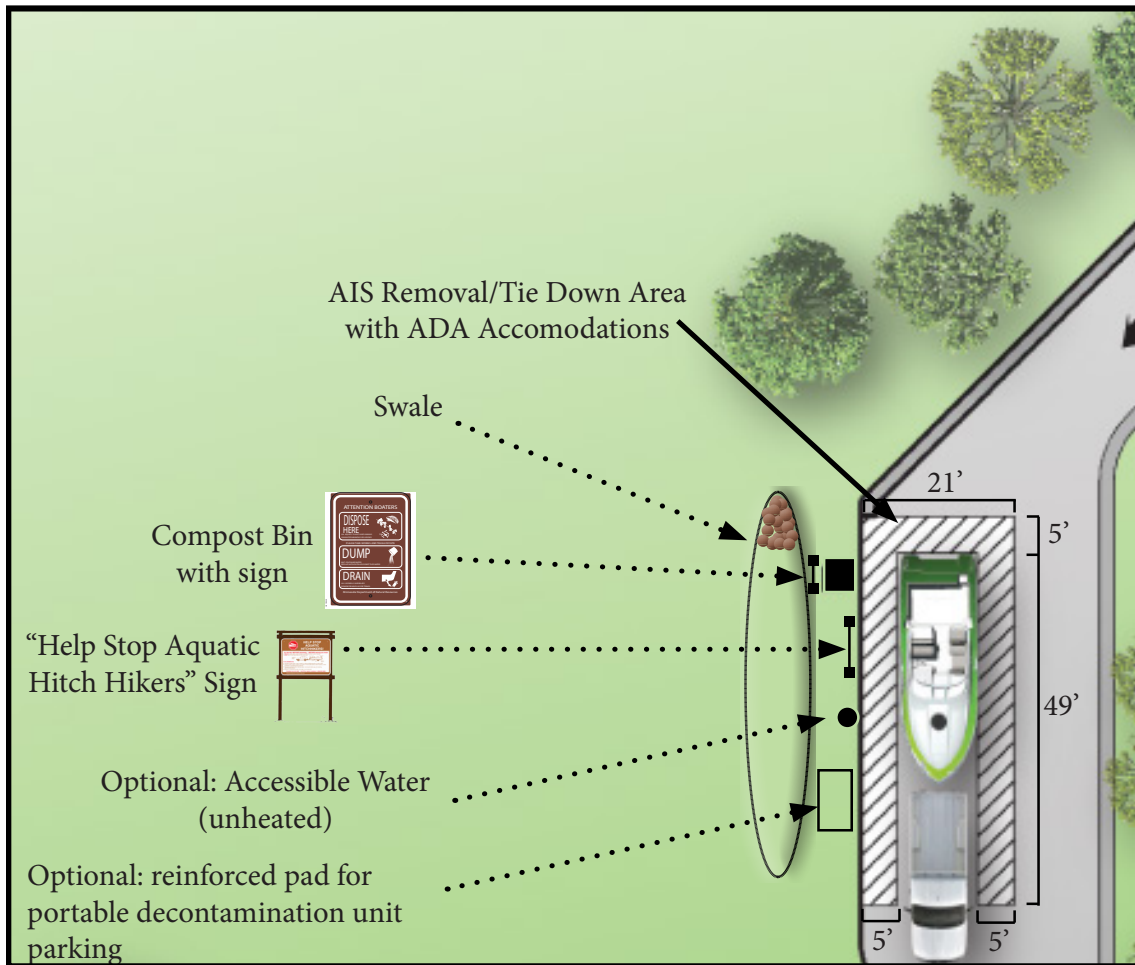


*Possible layout for a tie-down area with compost bin, signs, and pavement stencil*

## Example site layout

Below is an example of a site with all of the suggested components for a clean and drain area. Layouts would vary by site based on design and use patterns.





## Clean and Drain Area Summary

No two access sites are the same. Think of the boaters that use the site and decide what would be the best way to assist them with AIS activities at the access.

- Anglers, recreational boaters, motor boats, paddles, or any combination thereof
- Established parking and pattern of flow vs. irregular parking and pattern of flow
- Infested water body vs. non-infested water body
- If infested, what species
- Proximity to infested water bodies
- Traffic patterns between infested and non-infested waters
- Overnight use of waterbody/boat camping or mooring

## Contact

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