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Comments: First I want to say thank you for evaluating the river in a time of federal government change. The things you are looking at all seem valuable and your thresholds and limits are all good things, so keep up the good work!

My main reason for commenting is because I am a packrafter, and whenever river guidance changes we are often lumped in with traditional rafts despite a really different impact. Packraft's necessitate ultralight gear so our campsites are small (both tents and in terms of cooking setup). Packrafts are also light and have minimal impact on shoreline, so places we pull off do not become regular campsites that concentrate impact. I am not sure how to evaluate the visual impact of packrafts, but a boat with 4 people in it is definitely more conspicuous and noisy than a single packrafter despite being the same number of boats. Packrafts are definitely quieter and less impactful in the approach compared to a donkey train or arial drop-off.

Packrafters definitely have an impact in terms of fire, human waste, and overall traffic, but my hope is that you consider us in your regulations rather than making blanket bans or rules that are tailored to large rafts. I have appreciated how Canyonlands and some other parks have required fire pans, evidence of bivvy bags, group size limits, permits, and explicit route information to protect the park rather than simpler rules (boat limits, generic bans on areas, or specific campsites that are made for large groups).

In case it helps give context we boated the North Fork - Polebridge to Blankenship bridge.

Then we backpacked in on Morrison Creek trail to the Schafer meadows area. We took out at the Bear Creek boat launch. Both trips were self supported in packrafts.