

**From:** [Krueger, Joseph -FS](#)  
**To:** [Fletcher, Pam- FS](#); [Troxel, Olga -FS](#)  
**Subject:** FW: [External Email]Comments on Mid Swan Project  
**Date:** Thursday, October 14, 2021 12:00:27

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**From:** brent morrow <[REDACTED]>  
**Sent:** Monday, October 11, 2021 2:52 PM  
**To:** Krueger, Joseph -FS <joseph.krueger@usda.gov>  
**Subject:** [External Email]Comments on Mid Swan Project

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FNF,

No new roads should be built. There already have been too many roads built, adding to the misery of deficit timber sales, and the fragmentation and destruction of habitat throughout the Swan Valley. And as the plan admits, the FS has not maintained existing roads properly, resulting in the damage to fisheries habitat. Much work needs to be done to decommission existing roads, and restore fisheries habitat.

Road decommissions, culvert maintenance, more Beaver trapping regulations, building Beaver dam structures, stopping log jam cutting by rafters, should all be done, to support fisheries and improve upland habitat. The FS needs to work closer with Montana FWP to get the job done.

The scope of the project is much too broad, and lacks specifics on the areas in which it will be carried out.

Prescribed burning and fuel reduction projects, should first be carried out in areas adjacent to existing homesite development.

The plan should support funding to maintain hiking trails. Wilderness buffers should be off limits to future road building and timber harvest. Wilderness should be expanded adjacent to the Mission and Swan mountain ranges.

More consideration and planning should be given to study the impacts of adjacent private land development (timber cutting and homesite development) on wildlife corridors, in conjunction with timber cutting planned on FS lands. The removal of too much thermal cover in one area, will impact winter travel and feeding corridors for ungulates.

Big game and bird species continue to be impacted along the linear corridor of Highway 83. Grizzly Bear, Bald Eagles, etc., continue to be threatened and occasionally killed by the excessive vehicle speeds, supported by the 70 mph speed limit. The FS should encourage the MDOT to lower speed limits along this highway corridor, in an effort to protect wildlife utilizing the highway corridor habitat.

Efforts to restore Whitebark Pine (WBP), should not be implemented by removing other tree and shrub species that are thriving. The wilderness should not be un-naturally manipulated to restore WBP. Any plantings or seed scattering should be done using WBP resistant seeds and seedlings collected in the project area.

Thank you,

Brent Morrow, MS, MPA  
Salmon Prairie, Swan Valley