

## Supplemental Material

### Supplemental Tables:

<b>A. Predictors of helicopter delay</b>	<b><math>\beta</math></b>	<b>P</b>
Time (Night/Day)	17.0	0.012
Day (Weekend/Weekday)	8.2	0.293
tPA (Yes/No)	10.4	0.153

  

<b>B. Predictors of ground delay</b>	<b><math>\beta</math></b>	<b>P</b>
Time (Night/Day)	24.8	0.002
Day (Weekend/Weekday)	8.4	0.326
tPA (Yes/No)	8.1	0.855

**Table I.** Nocturnal transfer was associated with significantly longer delay when analyzing helicopter and ground transfers separately.

- A. Summary of multivariable regression model for helicopter transfers of associations between time of transfer (night or day), day of transfer (weekend or weekday), and tPA administration with delay in transfer. Overall, the model explained a significant amount of variance (N = 114,  $R^2 = 0.070$ , P = 0.046).
- B. Summary of multivariable regression model for ground transfers of associations between time of transfer (night or day), day of transfer (weekend or weekday), and tPA administration with delay in transfer. Overall, the model explained a significant amount of variance (N = 120,  $R^2 = 0.094$ , P = 0.009).

<b>A. Predictors of delay</b>	<b><math>\beta</math></b>	<b>P</b>
Time (Night/Day)	19.3	<0.0005
Straight line distance	0.166	0.013

  

<b>B. Predictors of delay</b>	<b><math>\beta</math></b>	<b>P</b>
Time (Night/Day)	19.4	<0.0005
Driving distance	0.127	0.027

**Table II.** Sensitivity analyses were performed that included distance (straight or driving) as a covariate in multivariable regression models with time of transfer (night or day), day of transfer (weekend or weekday), and tPA administration as predictors, and with delay in transfer as the outcome. While there is a correlation between distance and delay, the addition of distance does not alter the significant effect of day/night transfer time on delay.

- A. Summary of multivariable regression model for transfers of associations between straight line distance, time of transfer (night or day), day of transfer (weekend or weekday, not shown), and tPA administration (not shown) with delay in transfer. Overall, the model explained a significant amount of variance (N = 234,  $R^2 = 0.103$ , P < 0.0005).

B. Summary of multivariable regression model for transfers of associations between driving distance, time of transfer (night or day), day of transfer (weekend or weekday, not shown), and tPA administration (not shown) with delay in transfer. Overall, the model explained a significant amount of variance ( $N = 234$ ,  $R^2 = 0.097$ ,  $P < 0.0005$ ).

**Supplemental Figures:**



**Figure I.** Map of telestroke hub-and-spoke network around hub (white building in black circle). Transfer sites are defined by mode of transfer: light gray balloon (Ground), dark gray double balloon (Ground and Helicopter), black balloon (Helicopter).